

Document 5 - Summary of Amendments by Secondary Plan

1 – Alta Vista / Faircrest Heights / Riverview Park Secondary Plan

2 – Carleton Heights Secondary Plan

3 – Central and East Downtown Core Secondary Plan

4 – Old Ottawa East Secondary Plan

5 – Richmond Road / Westboro Secondary Plan

6 – Rockcliffe Park Secondary Plan

7 – Sherbourne and New Orchard Secondary Plan

8 – Stittsville Main Street Secondary Plan

1 – Alta Vista / Faircrest Heights / Riverview Park Secondary Plan

Alta Vista Secondary Plan	
Transect	Outer Urban
MTSAs	Riverside, Pleasant Park, Billings Bridge
Strategic Growth Areas	Smyth Mainstreet Corridor, Pleasant Park Minor Corridor, Kilborn Minor Corridor, Heron Minor Corridor, Riverside Minor Corridor

Overview

The Alta Vista Secondary Plan includes several strategic growth areas in the Outer Urban Transect: Smyth Mainstreet Corridor, and Pleasant Park, Kilborn, Heron, and Riverside Minor Corridors.

Eastern portions of the secondary plan also overlap with three Major Transit Station Areas: Riverside furthest north, Billings Bridge furthest south, and Pleasant Park in between.

The secondary plan limits development to low-rise forms on the south side of Smyth and on the other corridors within the plan area. This is significantly less permissive than the underlying designations in Volume 1 of the Official Plan, which would allow high-rise up to 40-storeys on Smyth Road, and up to 6-storeys on the Minor Corridors.

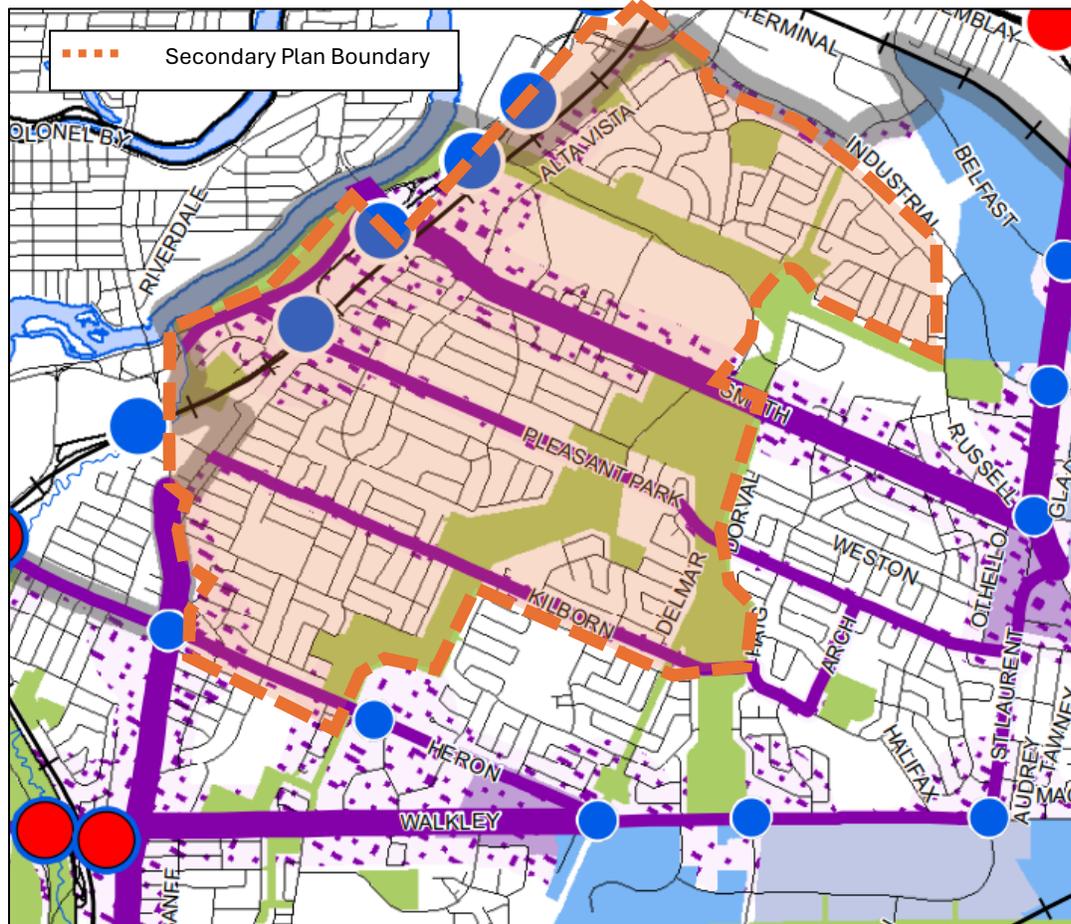
Proposed Amendments

Amendments are proposed to allow building heights up to 6-storeys on Pleasant Park, Kilborn, Heron, and the south side of Smyth. City staff have analyzed the average lot depths along these Corridors and determined that a transition can reasonably be achieved to adjacent low-rise areas. This achieves two objectives. First, it provides potential intensification opportunities for the portions of the Corridors within MTSAs. In particular, the Pleasant Park MTSA is well below its target density and there is limited opportunity for significant redevelopment. Secondly, the changes implement the policy direction for strategic growth areas and aligns with the policy direction for Corridors in Volume 1, which speaks to a higher density of development than adjacent neighbourhoods.

In addition, high-rise permissions are also proposed for 1245 Kilborn Place, which is a key development site within the Pleasant Park MTSA. The changes provide significant potential for increasing the density within the MTSA. Development at 1245 Kilborn Place would still have to ensure an appropriate transition is provided to the adjacent low-rise areas.

Schedules

Schedule B3 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Mixed Industrial / Industrie Mixte
-  Industrial and Logistics / Industrie et Logistique
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

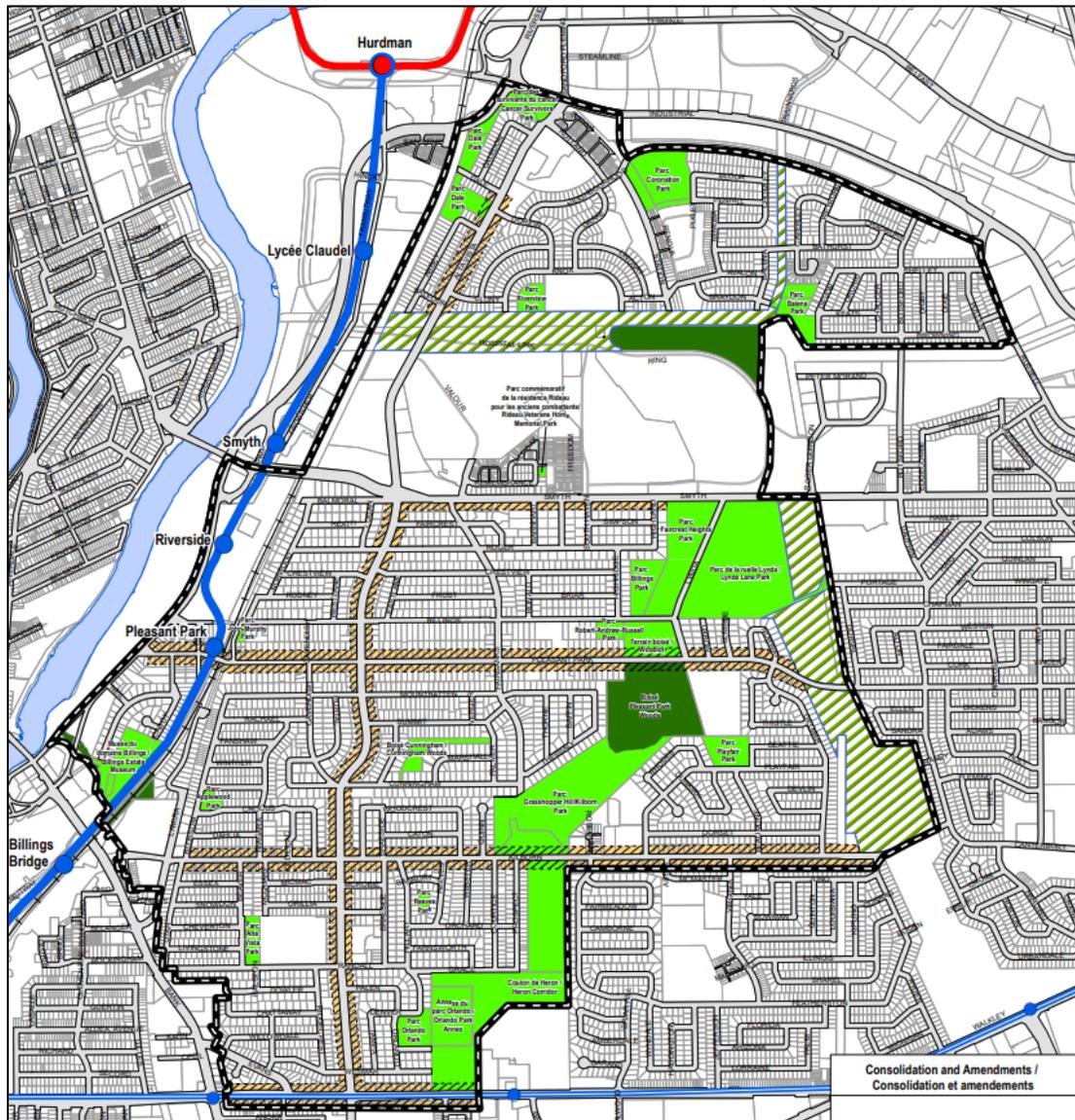
OVERLAYS / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

TRANSIT

-  O-Train Station / Station de l'O-Train
-  Future O-Train Station / Station de l'O-Train (futur)
-  Transfer Station / Station de correspondance
-  Transitway Station / Station du Transitway

Existing Land Uses (Secondary Plan Schedules)



Alta Vista / Faircrest / Riverview Park Secondary Plan /
Plan secondaire - Alta Vista / Faircrest / Riverview Park

DESIGNATIONS / DÉSIGNATIONS



Park /
Parc



Urban Natural Feature /
Caractéristiques naturelles urbaine



Green Transportation and Utility Corridor /
Coulouir de mobilité durable et de services publics



Roads designated for Low-Rise Neighbourhood development /
Routes désignées pour les usages locaux de faible hauteur



Neighbourhood /
Quartier



O-Train and Transfer Station /
O-Train et station de correspondance

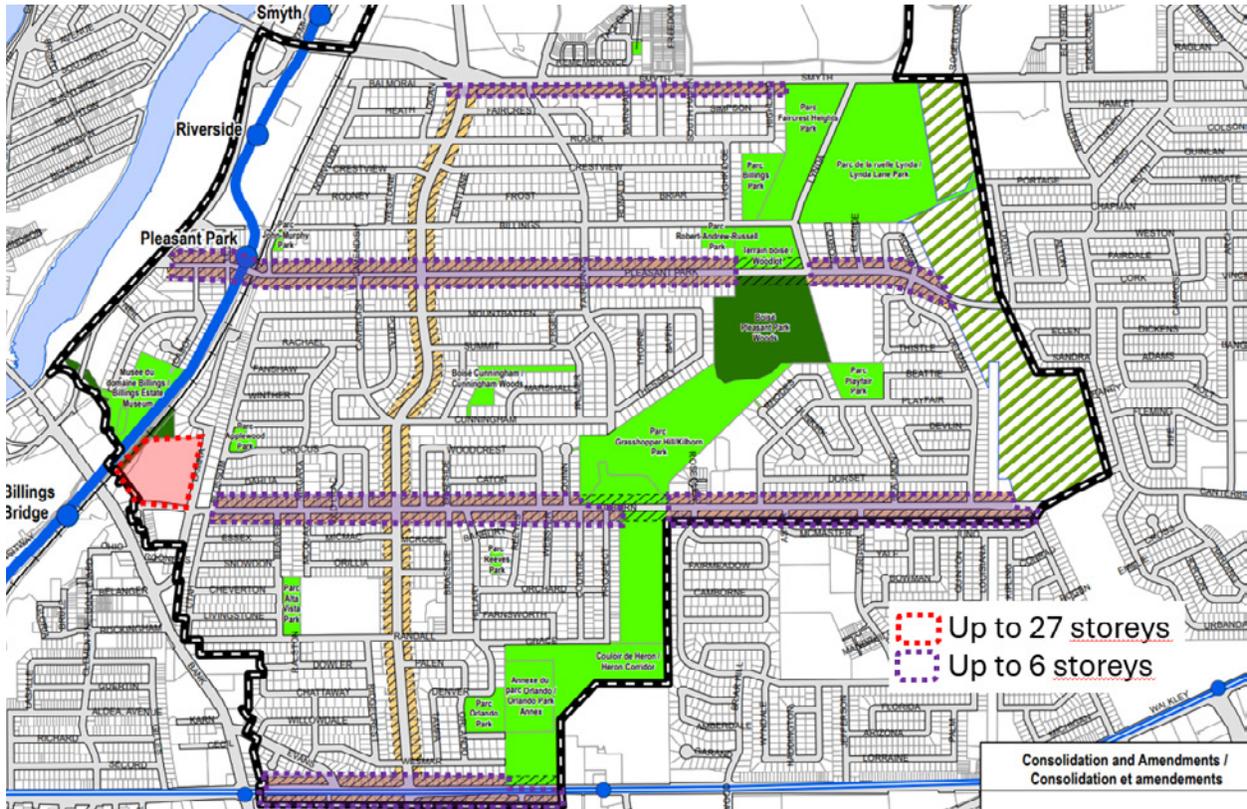


Transitway



Transitway - At-Grade Crossings /
Transitway - passages à niveau

Summary of Schedule Amendments



	Alta Vista / Faircrest / Riverview Park Secondary Plan / Plan secondaire - Alta Vista / Faircrest / Riverview Park		
DESIGNATIONS / DÉSIGNATIONS			
	Park / Parc		O-Train and Transfer Station / O-Train et station de correspondance
	Urban Natural Feature / Caractéristiques naturelles urbaine		Transitway
	Green Transportation and Utility Corridor / Couloir de mobilité durable et de services publics		Transitway - At-Grade Crossings / Transitway - passages à niveau
	Roads designated for Low-Rise Neighbourhood development / Routes désignées pour les usages locaux de faible hauteur		
	Neighbourhood / Quartier		

Plans
Services de la

2 - Carleton Heights Secondary Plan

Carleton Heights Secondary Plan	
Transect	Inner Urban, Outer Urban
MTSAs	N/A
Strategic Growth Areas	Baseline Mainstreet Corridor, Baseline Minor Corridor, Prince of Wales Minor Corridor, Meadowlands Minor Corridor, Fisher Minor Corridor

Overview

The Carleton Heights Secondary Plan includes one Mainstreet Corridor: Baseline between the Plan's western boundary and Prince of Wales, as well as four Minor Corridors: Baseline east of Prince of Wales, Prince of Wales between Baseline and Meadowlands, and Meadowlands between Prince of Wales and Fisher, and the east side of Fisher. All of these Corridors are considered strategic growth areas.

The secondary plan provides significant opportunity for intensification, including up to 4-storeys as-of-right within the Neighbourhood and lands within the Evolving Neighbourhood Overlay on Volume 1. It also allows for up to 6-storeys within the Neighbourhood Mid-Rise designation and up to 20 storeys within the Neighbourhood High-Rise designation. The latter two designations encompass large portions of the Minor Corridor lands within the Plan.

Regarding the remaining Corridor areas, Section 2.4 Policy 2) directs that "Along Mainstreets and Minor Corridors, 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".

Proposed Amendments

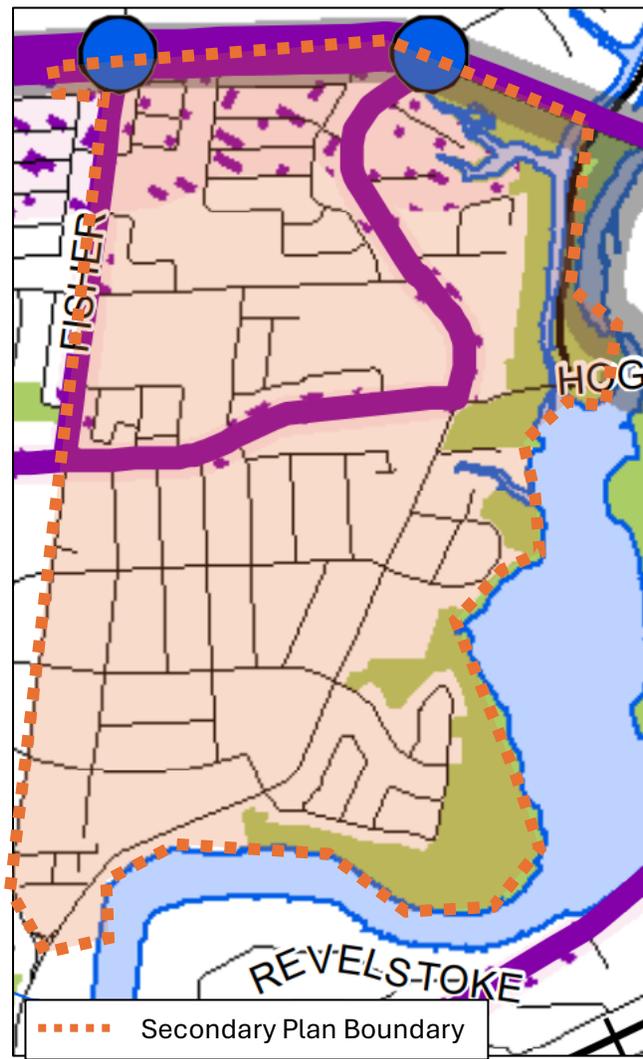
Amendments are proposed to specifically identify the remaining locations of Minor Corridors, provide consistent as-of-right height permissions in alignment with Volume 1 of the Official Plan, and establish direction for the introduction of commercial uses to these lands.

No amendments are proposed the properties fronting Baseline Mainstreet Corridor as the lots fronting on to Baseline Road are less than 30 metres deep and the secondary plan already permits building heights up to four storeys.

The amendments to the lands along Corridors as shown in Volume 1 of the Official Plan are generally consistent with the policy direction with the policy direction for Strategic Growth Areas in the Official Plan and the Provincial Planning Statement.

Schedules

Volume 1 Schedule B3 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

- Corridor - Mainstreet / Couloir - Rue principale
- Corridor - Minor / Couloir - Rue principale mineure
- Greenspace / Espace vert
- Neighbourhood / Quartier

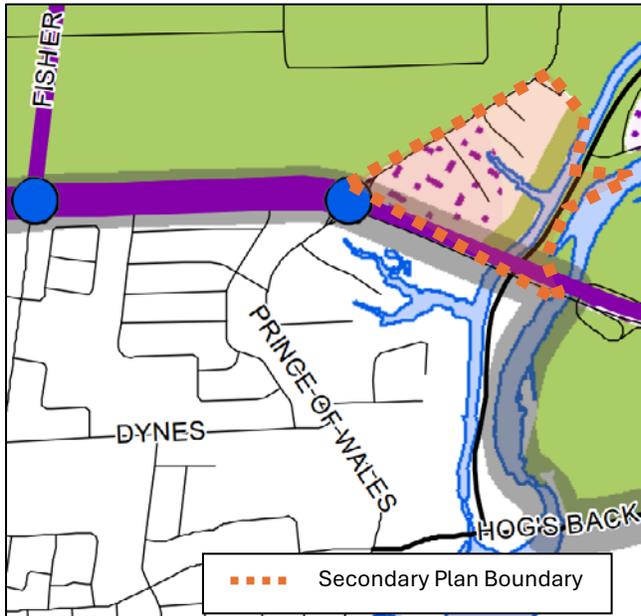
OVERLAYS / AFFECTATION SUPPLÉMENTAIRE

- Evolving Neighbourhood / Quartier en évolution

TRANSIT

- Transitway Station / Station du Transitway

Volume 1 Schedule B2 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

- Corridor - Mainstreet / Couloir - Rue principale
- Corridor - Minor / Couloir - Rue principale mineure

Greenspace / Espace vert

Neighbourhood / Quartier

OVERLAYS / AFFECTATION SUPPLÉMENTAIRE

- Evolving Neighbourhood / Quartier en évolution

TRANSIT

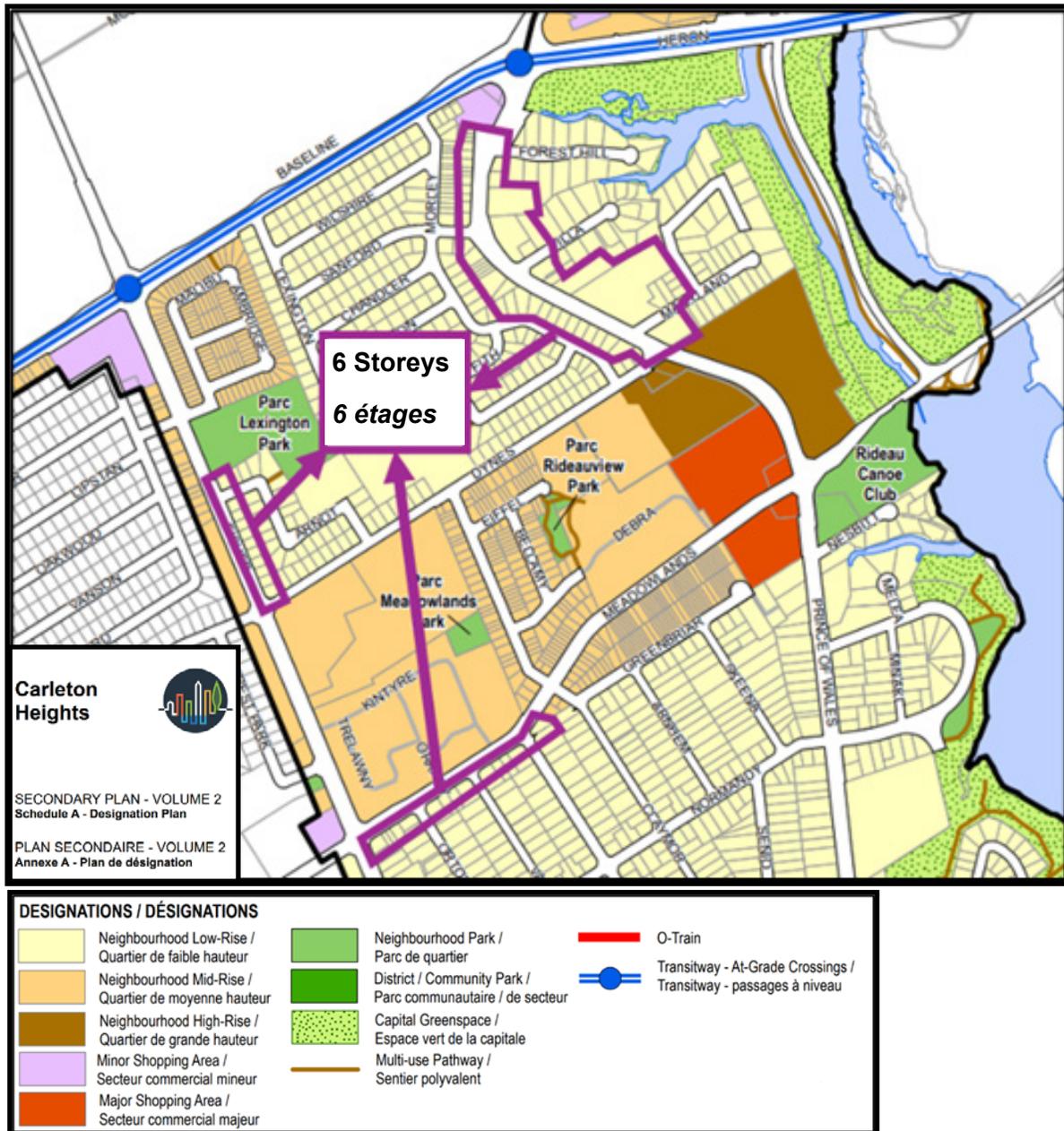
- Transitway Station / Station du Transitway

Existing Land Uses (Secondary Plan Schedule)



DESIGNATIONS / DÉSIGNATIONS			
	Neighbourhood Low-Rise / Quartier de faible hauteur		Neighbourhood Park / Parc de quartier
	Neighbourhood Mid-Rise / Quartier de moyenne hauteur		District / Community Park / Parc communautaire / de secteur
	Neighbourhood High-Rise / Quartier de grande hauteur		Capital Greenspace / Espace vert de la capitale
	Minor Shopping Area / Secteur commercial mineur		Multi-use Pathway / Sentier polyvalent
	Major Shopping Area / Secteur commercial majeur		

Summary of Schedule Amendments



*The schedule above is for reference only to demonstrate the proposed height changes /

* L'annexe ci-dessus n'est donnée qu'à titre de référence pour illustrer les changements de hauteur proposés.

3 - Central and East Downtown Core Secondary Plan

Central and East Downtown Core Secondary Plan	
Transect	Downtown Core
MTSAs	Downtown Stations
Strategic Growth Areas	Hub, Rideau Mainstreet Corridor, Bank Mainstreet Corridor, Elgin Mainstreet Corridor, Somerset Minor Corridor, Gladstone Minor Corridor, Catherine Minor Corridor, Lyon Minor Corridor, Kent Minor Corridor, Charlotte Minor Corridor, Laurier Minor Corridor

Overview

The lands within the boundaries of the Central and East Downtown Core Secondary Plan include multiple Hubs and Corridors. These strategic growth areas include the Hubs both east and west of the canal, three Mainstreet Corridors: Rideau, Bank, and Elgin, and eight Minor Corridors: Charlotte, Laurier, Somerset, Gladstone, Catherine, Lyon, Kent, and Metcalfe.

Portions of the central downtown hub are somewhat limited to ensure view protection of the Parliament Buildings and other National Symbols.

The Downtown MTSA includes lands surrounding the Lyon, Parliament, and Rideau O-Train Stations. The subject lands are primarily designated Hub or Special District on Schedule B1 of Volume 1 of the Official Plan. Portions of the lands are also subject to the Central and East Downtown Core Secondary Plan. A target of 160 people and jobs per hectare has been established for the Downtown MTSA, which surrounds Lyon, Parliament, and Rideau stations. The target has already been met with a current density of 611 people and jobs per hectare. Therefore, no changes to the planning permissions for this area are necessary in relation to the MTSA.

Proposed Amendments

Amendments are required to ensure the secondary plan is consistent as strategic growth areas to focus growth and development and be planned to assist in accommodating significant population and employment growth, consistent with the PPS 2024. This includes ensuring greater heights are permitted in Hubs than on adjacent Corridors and 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.

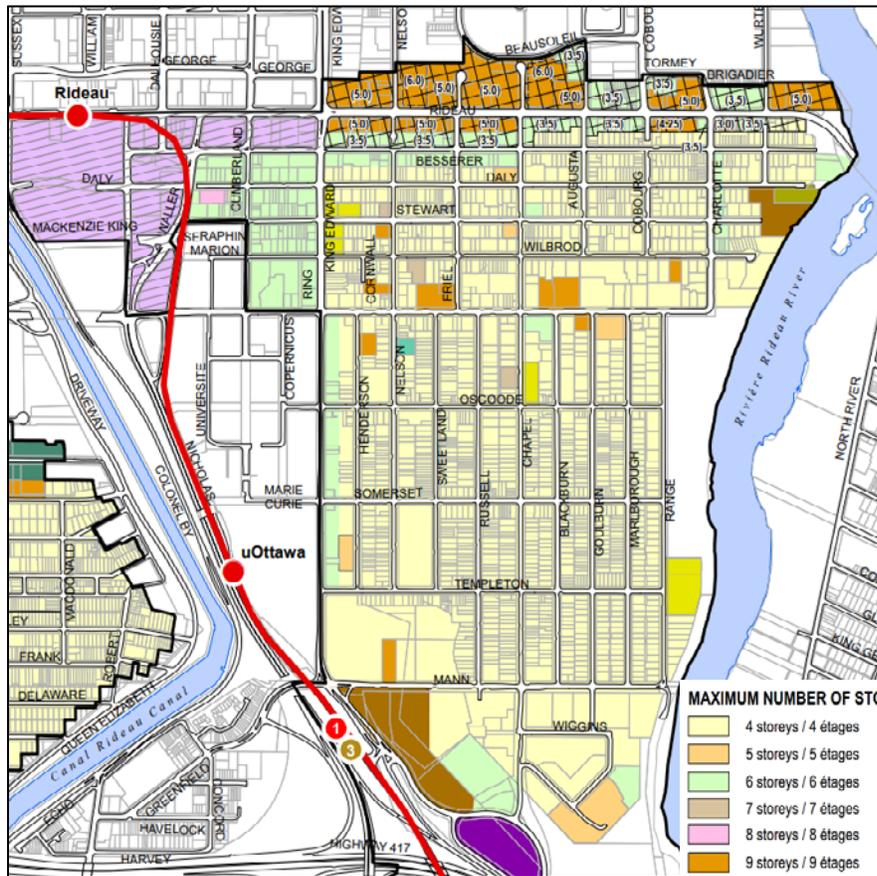
Specifically, within the Central downtown portion, 27-storey heights are proposed within the Hub designation on lands west of Kent, east of Bronson, south of Gloucester, and north of Lisgar. Six storeys are also proposed on the Gladstone Minor Corridor between Bronson and Kent, as well as select properties east of Kent where the height is appropriate based on lot fabric and heritage considerations. Six storeys are proposed on the Elgin Street Mainstreet Corridor. Nine storeys are proposed along the Kent Street Minor corridor, as well as on select properties within the Hub on Somerset between Bank and O'Connor.

Within the east downtown portion, increases to 6 storeys are proposed along the Laurier Minor Corridor and the Somerset Minor Corridor.

To implement PPS policy direction on strategic growth areas and public service facilities, the Downtown Mixed-Use designation is amended to include the areas designated Hub in Volume 1 of the Official Plan.

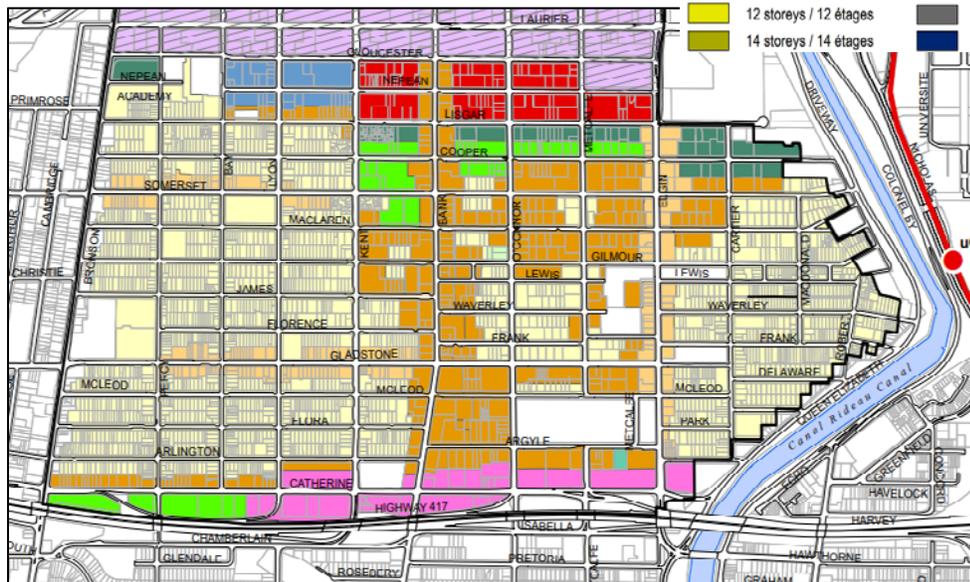
Finally, amendments are proposed to allow for a wider range of non-residential uses to be consistent with the 15-minute neighbourhood policies in Volume 1 of the Official Plan, while still maintaining the general intent of the secondary plan.

Existing Land Uses (Secondary Plan Schedules)



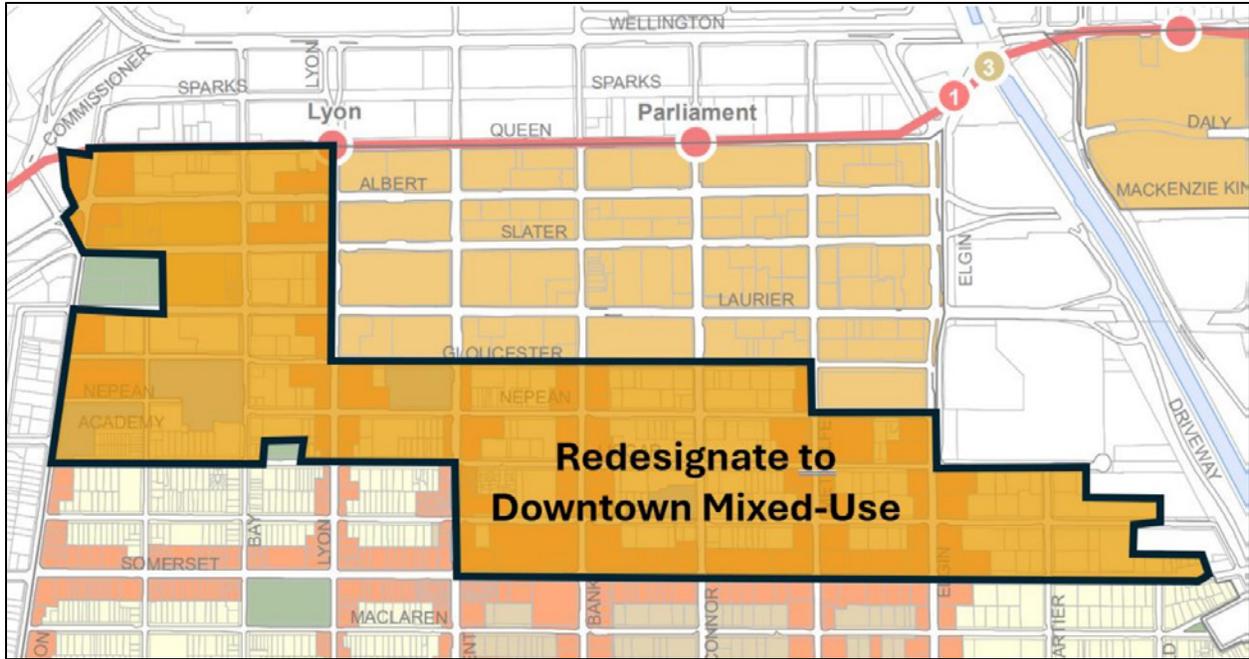
MAXIMUM NUMBER OF STOREYS / NOMBRE D'ÉTAGES MAXIMAL

4 storeys / 4 étages	16 storeys / 16 étages	Angular Height Plane
5 storeys / 5 étages	18 storeys / 18 étages	Baseline Heights Area
6 storeys / 6 étages	20 storeys / 20 étages	(5.0) Floor Space Index / Indice de la surface de plancher
7 storeys / 7 étages	21 storeys / 21 étages	
8 storeys / 8 étages	25 storeys / 25 étages	
9 storeys / 9 étages	27 storeys / 27 étages	
10 storeys / 10 étages	30 storeys / 30 étages	
12 storeys / 12 étages	35 storeys / 35 étages	
14 storeys / 14 étages	45 storeys / 45 étages	



Summary of Schedule Amendments





DESIGNATION / DÉSIGNATION

Local Neighbourhood / Zone locale – quartier

Corridor / Couloir

Downtown Mixed-Use / Zone centre-ville - usage mixte

Local Mixed-Use / Zone locale - usage mixte

Institutional / Institutionnel

Park / Parc

Passive Open Space / Espace vert passif

Secondary Plan Boundary / Limites du plan secondaire

O-Train

O-Train Lines / Lignes de l'O-Train

4 – Old Ottawa East Secondary Plan

Old Ottawa East Secondary Plan	
Transect	Downtown, Inner Urban
MTSAs	N/A
Strategic Growth Areas	Main Street Mainstreet Corridor, Hawthorne Mainstreet Corridor, Lees Avenue Minor Corridor

Overview

The Old Ottawa East Secondary Plan primarily includes lands within the Inner Urban Transect, though a small portion north of Highway 417 is located in the Downtown Core Transect. The secondary plan includes several strategic growth areas: Main Street and Hawthorne Mainstreet Corridors, and Lees Avenue Minor Corridor.

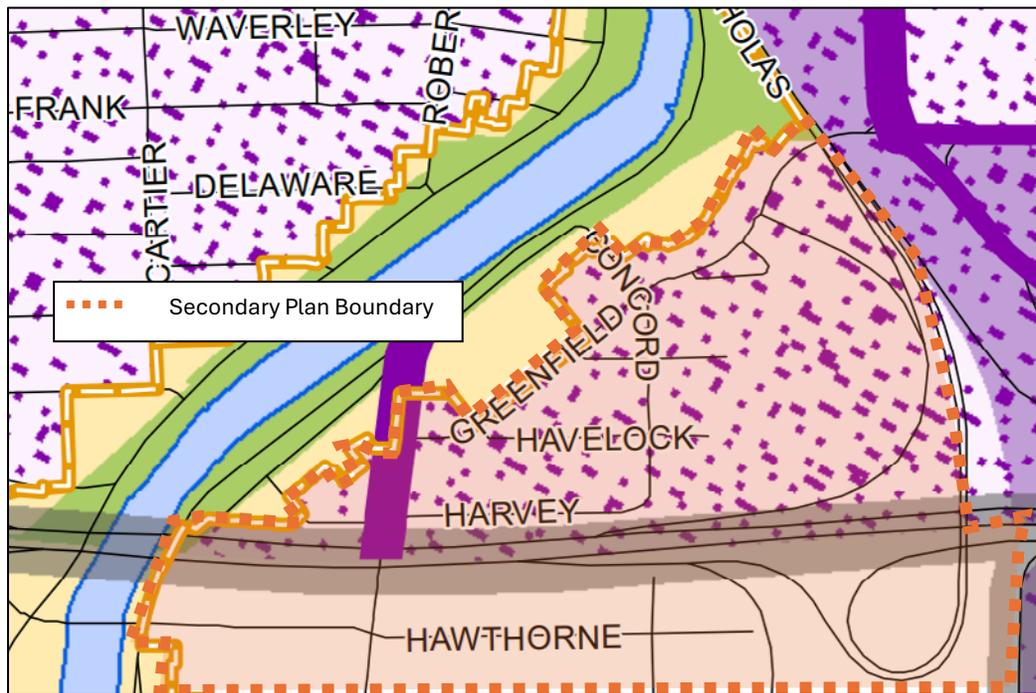
The secondary plan allows for up to 6-storeys on the Hawthorne Mainstreet Corridor and the Main Street Mainstreet Corridor north of Clegg Street. This is less permissive than Volume 1 of the Official Plan, which allows for up to 9-storeys on segments with a constrained right-of-way such as these. The Main Street Mainstreet Corridor is significantly permissive south of Clegg Street, where it is identified as Neighbourhood Low-Rise and does not permit commercial uses. Similarly, the Lees Avenue Minor Corridor is also identified as Neighbourhood Low-Rise. This is less permissive than Volume 1, which allows for up to 6-storeys in the Inner Urban Transect.

Proposed Amendments

In order to align with policy direction for strategic growth areas, staff propose height increases from six- to 9-storeys on select lots on Hawthorne and Main Street where an appropriate transition can be provided to abutting low-rise neighbourhoods. To recognize the existing context and constrained lot fabric on Main Street south of Clegg and on Lees Avenue, staff propose to allow for up to 4-storey as-of-right and also to introduce permissions for commercial uses. Finally, staff are proposing changes to the designation plan to provide the Mainstreet designation across the entirety of lots fronting the Mainstreet Corridor. Currently, some lots are split-designated between Mainstreet and Institutional, which presents challenges for implementing PPS policy direction on strategic growth areas and public service facilities, such as schools.

Schedules

Schedule B1 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

OVERLAY / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

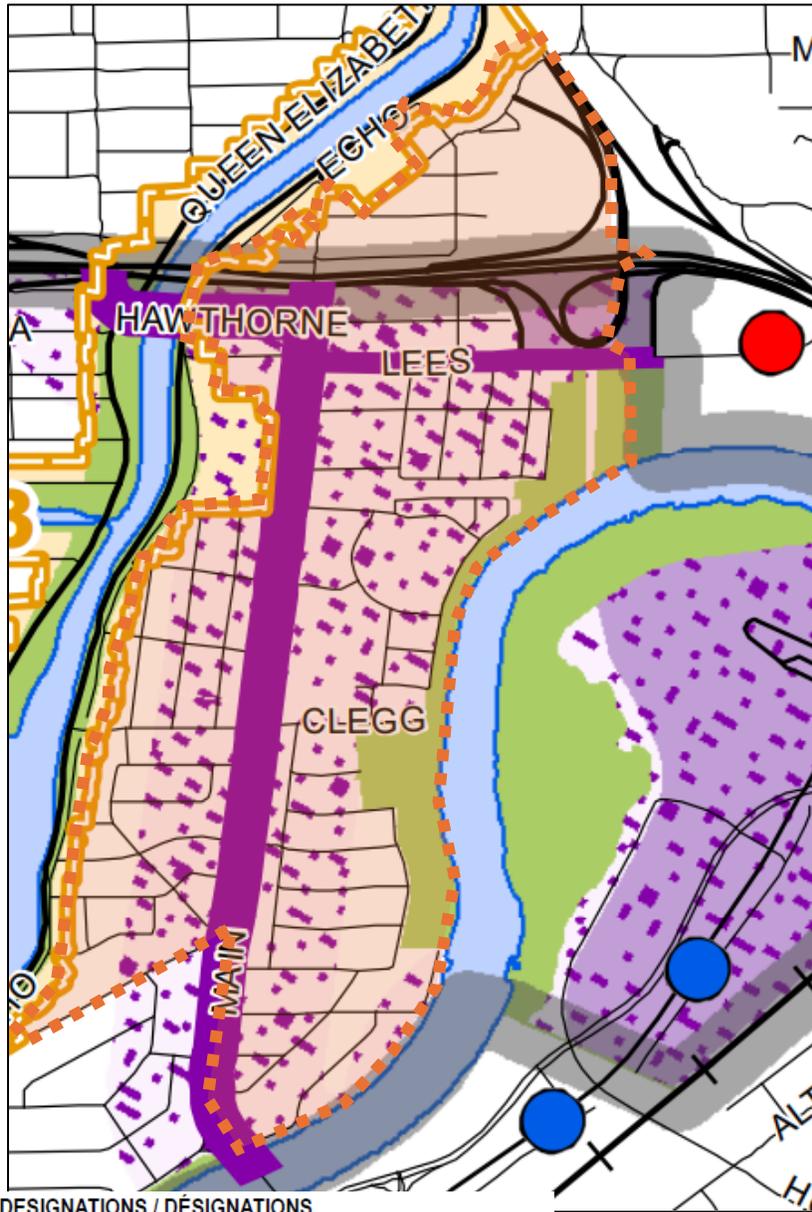
SPECIAL DISTRICTS / DISTRICTS PARTICULIERS

-  1 Parliament and Confederation Boulevard / Parlement et boulevard de la Confédération
-  2 ByWard Market / Marché By
-  3 Rideau Canal / Canal Rideau
-  4 Ottawa River Islands / Îles de la rivière des Outaouais

TRANSIT

-  O-Train Station / Station de l'O-Train
-  Transitway Station / Station du Transitway

Volume 1 Schedule B2 with Secondary Plan Boundary Overlaid



----- Secondary Plan Boundary

DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

OVERLAY / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

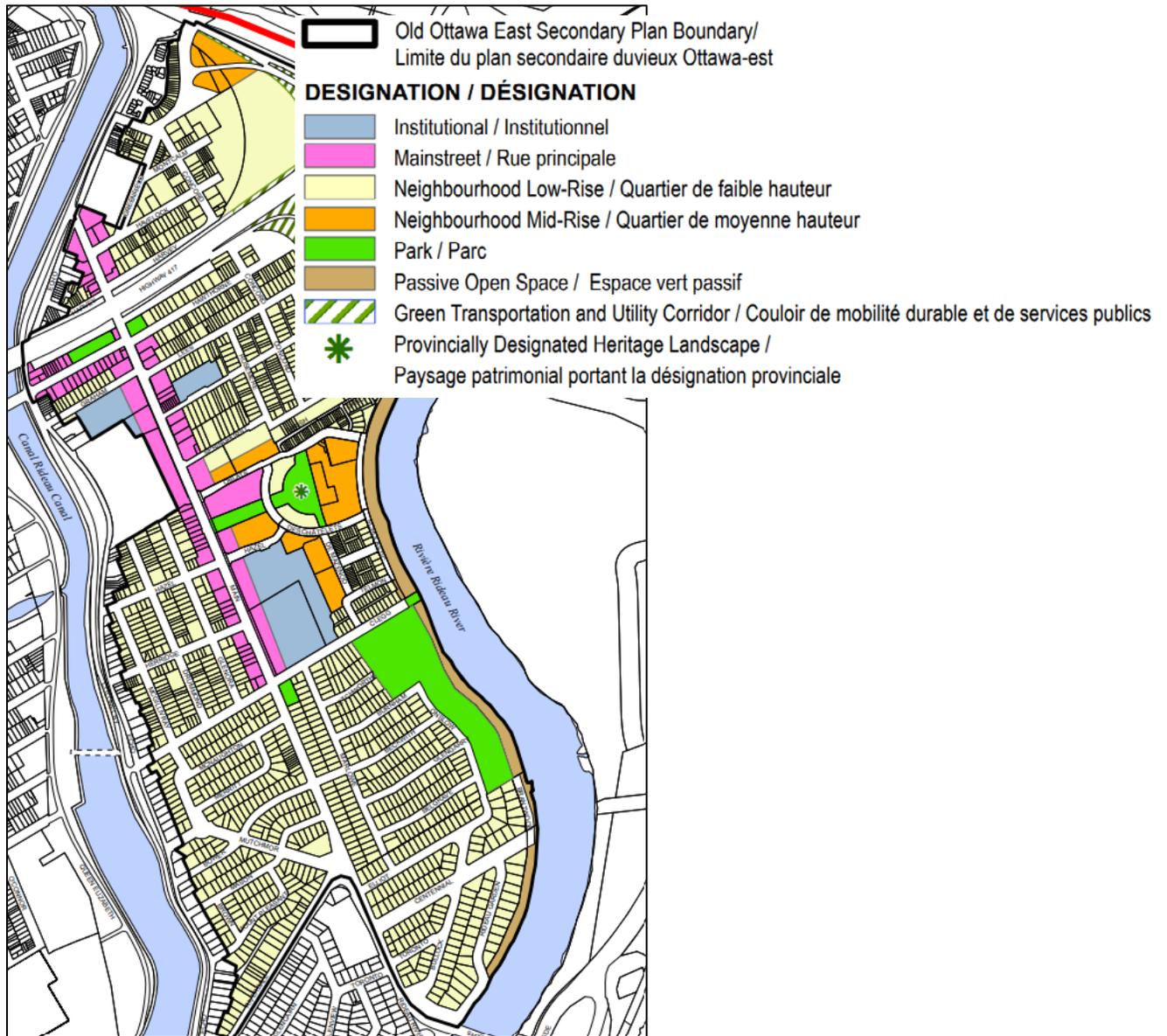
SPECIAL DISTRICTS / DISTRICTS PARTICULIERS

-  1 Parliament and Confederation Boulevard /
Parlement et boulevard de la Confédération
-  2 ByWard Market / Marché By
-  3 Rideau Canal / Canal Rideau
-  4 Ottawa River Islands / Îles de la rivière des Outaouais

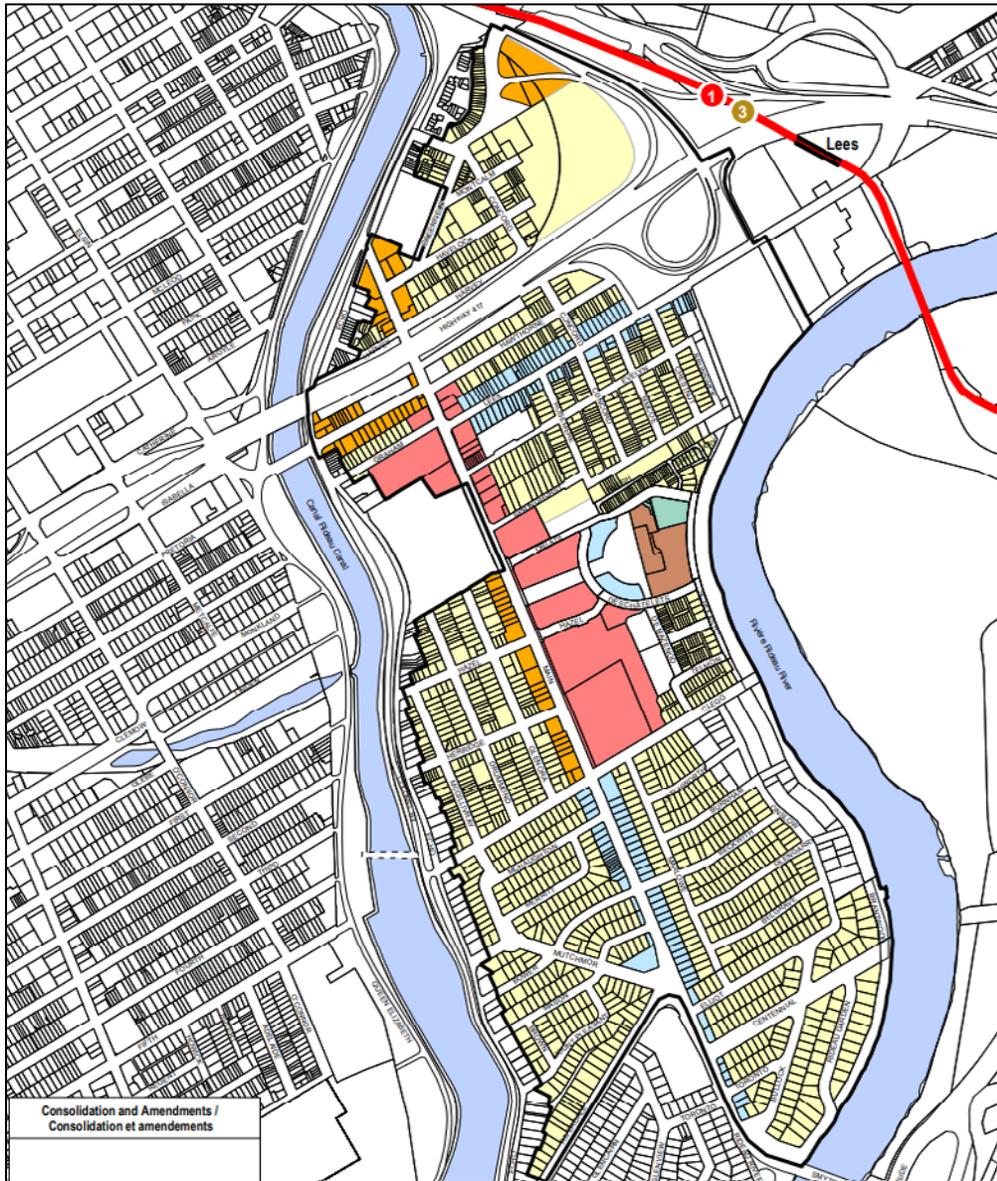
TRANSIT

-  O-Train Station / Station de l'O-Train
-  Transitway Station / Station du Transitway

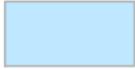
Existing Land Uses (Secondary Plan Schedules)



Summary of Schedule Amendments



Three storey, 4 storey, and 9 storey segments added:

MAXIMUM NUMBER OF STOREYS / METRES		HAUTEUR MAXIMAL EN ÉTAGES/MÈTRES	
	3 storeys / 3 étages		8 storeys / 8 étages
	4 storeys / 4 étages		9 storeys / 9 étages
	6 storeys / 6 étages		83.7 meters above sea level / 83,7 mètres au-dessus du niveau de la mer



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



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

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Revision:

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

**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

5 – Richmond Road / Westboro Secondary Plan

Richmond Road / Westboro Secondary Plan	
Transect	Inner Urban
MTSAs	Westboro, Kichi Zibi
Strategic Growth Areas	Scott Street Mainstreet, Richmond Mainstreet, Kirkwood Minor Corridor, McRae Minor Corridor, Churchill Minor Corridor

Overview

The Richmond Road / Westboro Secondary Plan includes multiple strategic growth areas: Scott and Richmond Mainstreet Corridors, and Kirkwood, McRae, and Churchill Minor Corridors. In addition, the portion of the secondary plan east of Churchill is located within the Westboro MTSA, and the portion west of Churchill is located within the Kichi Zibi MTSA.

The secondary plan establishes building height permissions on a lot-by-lot basis. Most of the identified lots permit 4 storeys, 4-6 storeys, or 7-9 storeys, with a small number of sites allowing for greater heights. Many of the properties within the secondary plan do not have a specified height, therefore, the permitted height would defer to the permissions in Volume 1.

Although the Corridors allow for building heights that are in many cases consistent with those of Volume 1 of the Official Plan, the existing densities in the Westboro and Kichi Zibi MTSAs are well below their targets, and amendments are needed to reasonably allow for the targets to be met.

Proposed Amendments

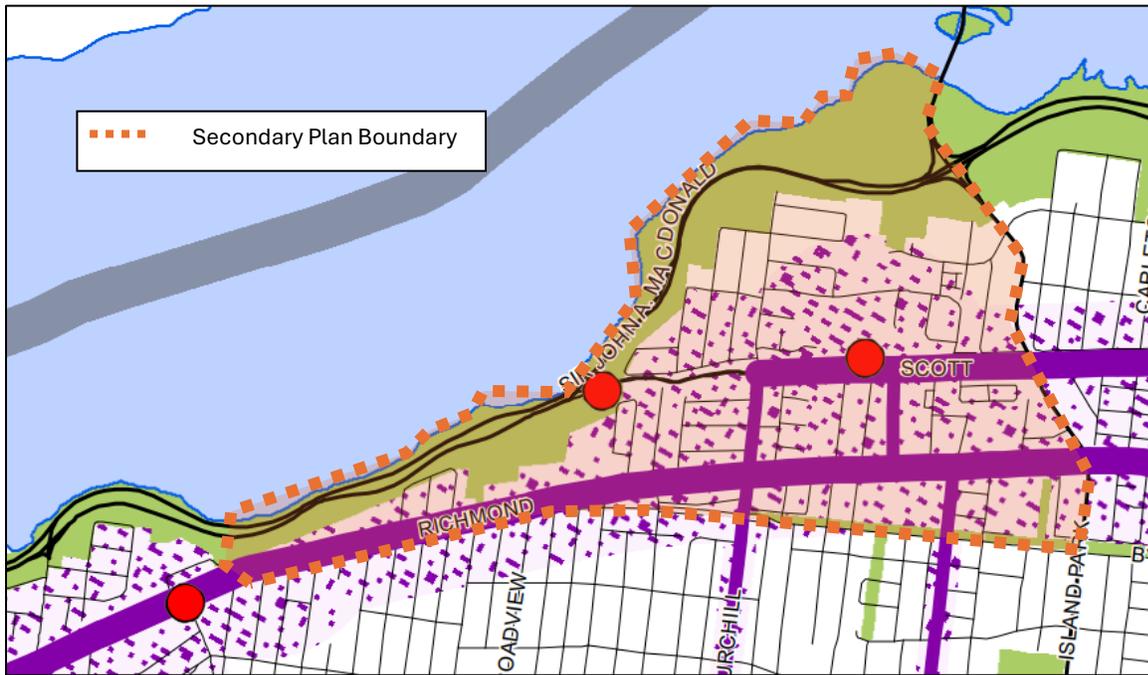
Within the portion subject to the Westboro MTSA, amendments to the secondary plan propose maximum height increase north of the transit station, including up to 40 storeys immediately north on the federal Graham Spry building site.

The Kichi Zibi MTSA has a smaller catchment area and corresponding people and jobs target due to a significant portion being within the Ottawa River on the west and the MTSA boundary ending at Churchill Avenue, which is the shared boundary with the adjacent Westboro MTSA. The Richmond Road Mainstreet is the primary strategic growth area within this MTSA. Potential development areas west of Churchill Avenue and south of the transitway are identified for high-rise permissions.

The permitted heights in the secondary plan are amended to help achieve the minimum density target for the Kichi Sibi and Westboro MTSAs while preserving the general intent of the Secondary Plan.

Schedules

Volume 1 Schedule B2 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

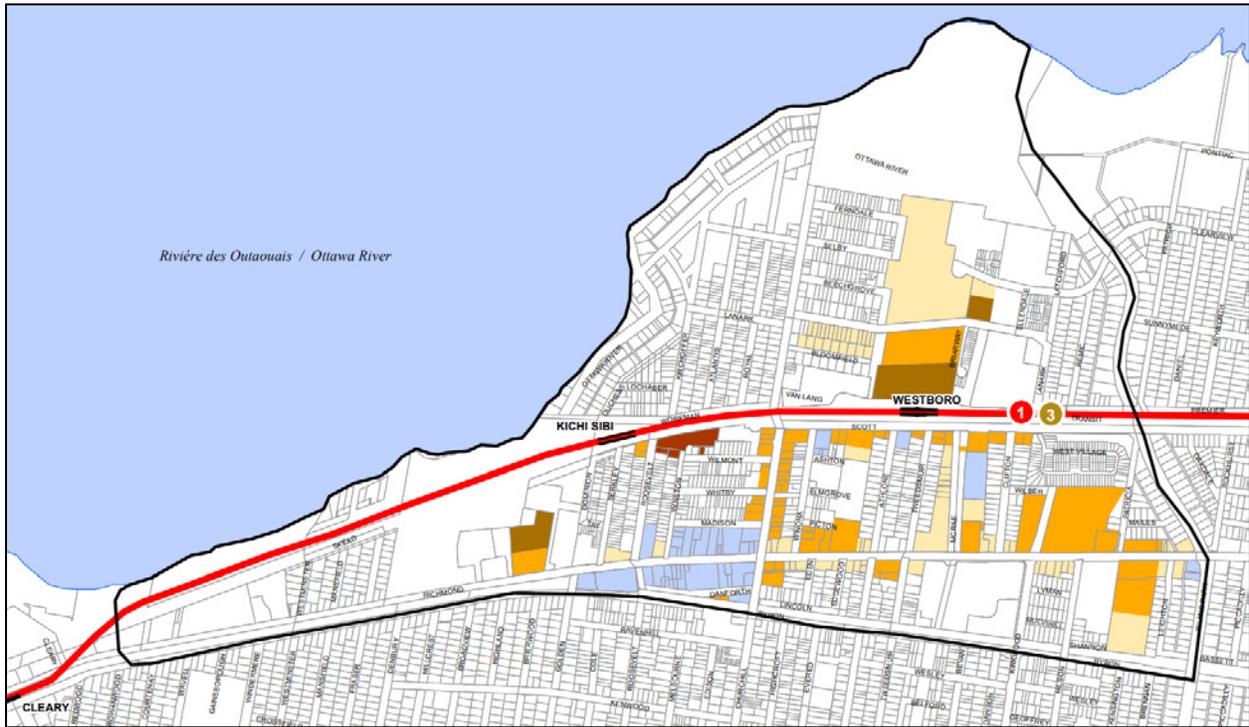
OVERLAY / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

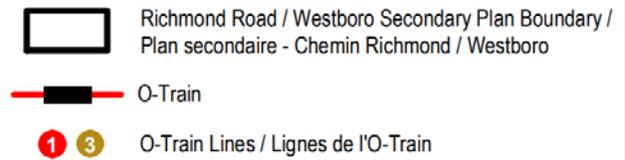
TRANSIT

-  O-Train Station / Station de l'O-Train

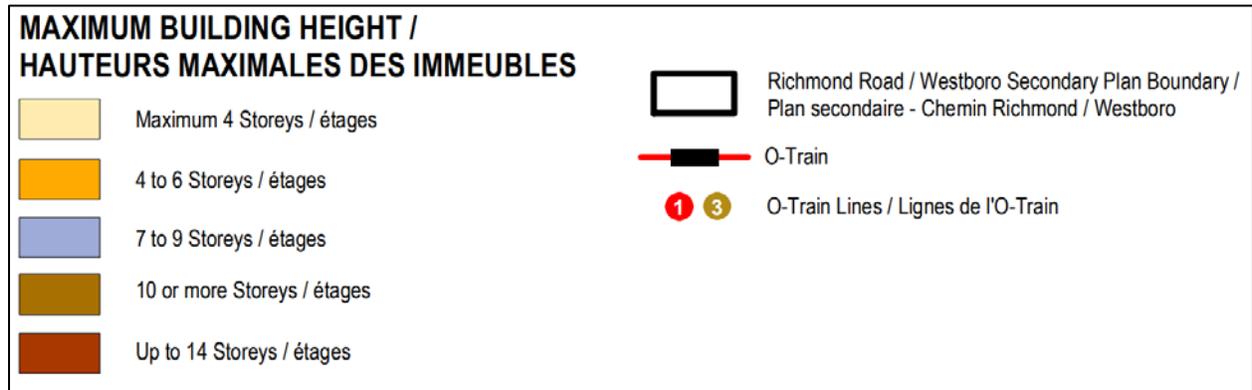
Existing Land Uses (Secondary Plan Schedules)



MAXIMUM BUILDING HEIGHT / HAUTEURS MAXIMALES DES IMMEUBLES



Summary of Schedule Amendments



6 – Rockcliffe Park Secondary Plan

Rockcliffe Park Secondary Plan	
Transect	Inner Urban
MTSAs	N/A
Strategic Growth Areas	Beechwood Mainstreet Corridor, Hemlock Minor Corridor

Overview

The Rockcliffe Park Secondary Plan includes a small portion of the Beechwood Mainstreet Corridor as shown on Schedule B2 of Volume 1 of the Official Plan, as well as a segment of the Hemlock Minor Corridor in Volume 1 of the Official Plan.

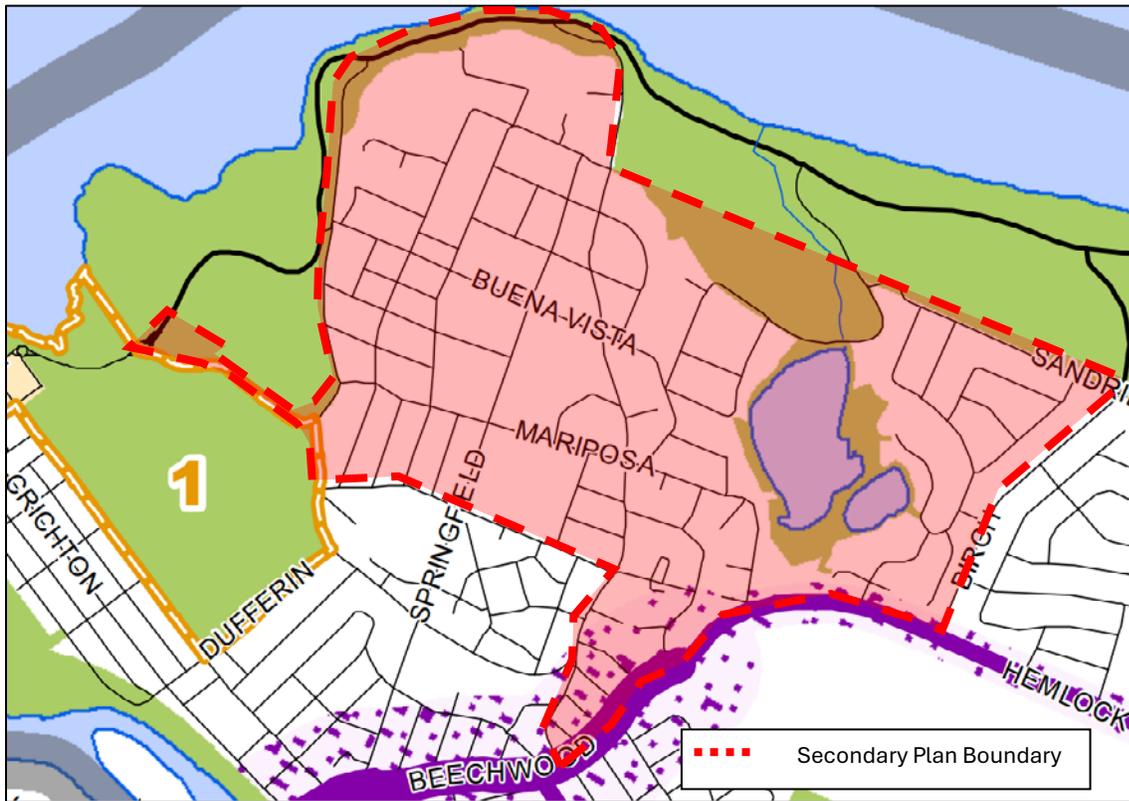
Within the Secondary Plan, lands within the Hemlock segment are designated Residential. lands within the Beechwood segment are designated Residential Multi-unit or Residential. The Residential Multi-unit designation permits a variety of building typologies but 4.1 Policy 5) directs that “the height, massing, setbacks and parking areas of any development in the area shall be compatible with the adjacent development” suggesting that building heights may be limited to 1-2 storeys. The Residential designation permits only single-detached and accessory dwelling units. Commercial development is prohibited throughout the Plan area.

Proposed Amendments

The policy direction in the secondary plan for its two strategic growth areas is inconsistent with that of Volume 1 of the Official Plan. Accordingly, modest amendments to the Beechwood Mainstreet Corridor and Hemlock Minor Corridor are proposed. The amendments would allow up to 6-storeys on the Beechwood Mainstreet Corridor and 4-storey on the Hemlock Minor Corridor, subject to appropriate transitions and sensitivity to the Rockcliffe Park Heritage Conservation District. The proposed heights are still below the maximums permitted in Volume 1 of the Official Plan, but they bring the secondary plan generally in line with Volume 1 while considering context.

Schedules

Volume 1 Schedule B2 with Secondary Plan Boundary Overlaid



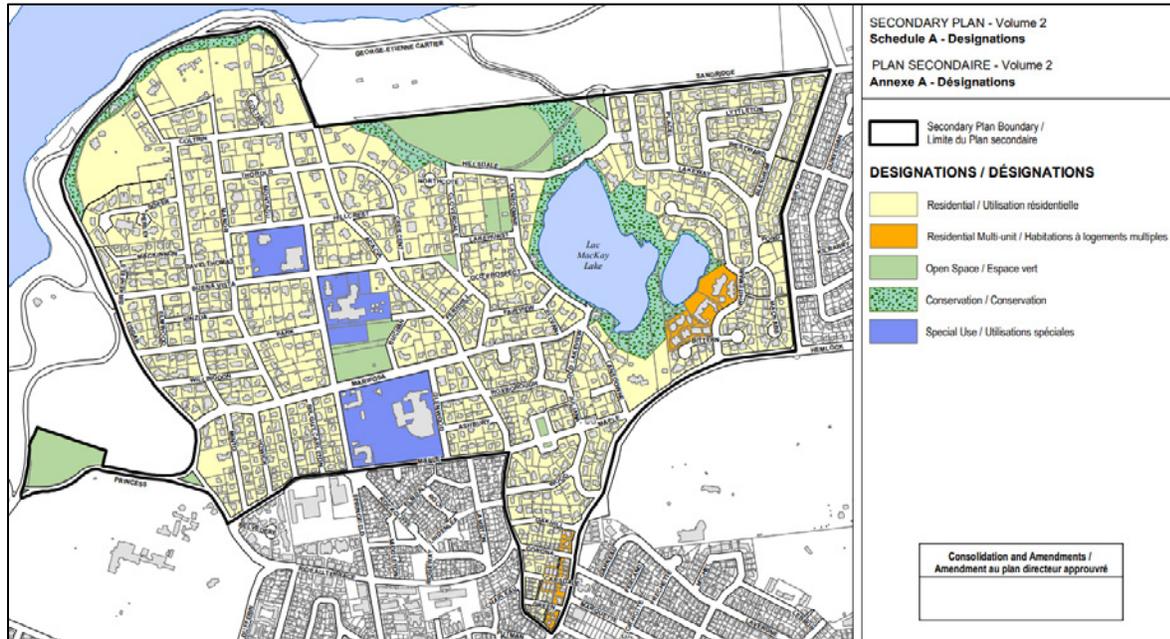
DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

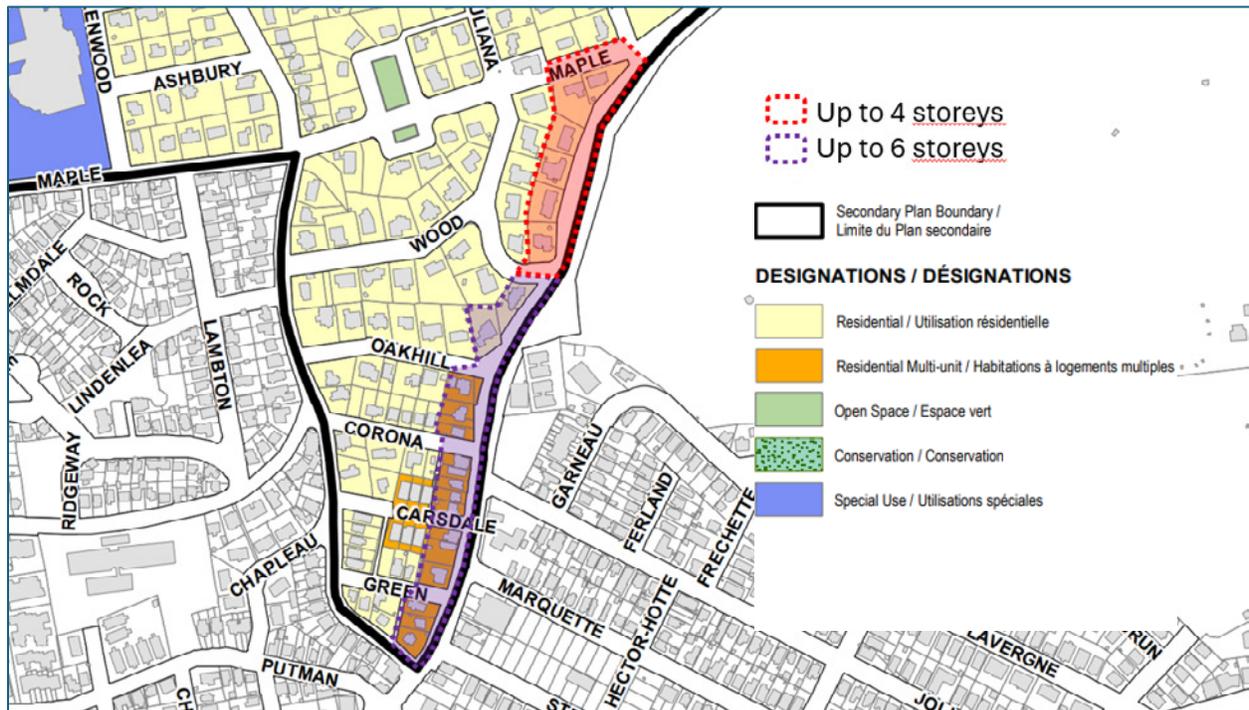
OVERLAY / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

Existing Land Uses (Secondary Plan Schedules)



Summary of Schedule Amendments



7 – Sherbourne and New Orchard Secondary Plan

Sherbourne and New Orchard Secondary Plan	
Transect	Inner Urban
MTSAs	Sherbourne MTSA, New Orchard MTSA
Strategic Growth Areas	Richmond Road Mainstreet Corridor

Overview

The secondary plan is primarily focused on the Richmond Road Mainstreet Corridor, a strategic growth area. In addition, the lands within the secondary plan east of Woodroffe are within the Sherbourne MTSA, while those west of Woodroffe are within the New Orchard MTSA.

Although the Corridors allow for building heights that are in many cases consistent with those of Volume 1 of the Official Plan, the existing densities in the Westboro and Kichi Zibi MTSAs are well below their targets, and amendments are needed to reasonably allow for the targets to be met.

Proposed amendments

The Station Area and Mainstreet designations are the primary strategic growth areas within this MTSA, and they are expected to accommodate the majority of the planned growth.

The height permissions for the Station Area designations closest to Sherbourne Station are too restrictive to achieve the density targets for the broader MTSA areas. The height permissions are therefore scaled up proportionally, with the maximum permitted height being 27 storeys, subject to similar criteria as previously applied.

Height increases are proposed to other mid-rise designations within the secondary plan while still within the mid-rise category on the south side and north side away from the stations.

The remaining segment of Richmond Road designated as Mainstreet with a higher residential minimum density target due to the low proportion of strategic growth areas within this MTSA. The segment that is adjacent to Byron Avenue has a Mid-Rise Park Frame designation that would be increased to allow up to nine storeys subject to specific policies. These changes would allow for sufficient development potential to meet the overall people and jobs target of the MTSAs while maintaining the general intent and framework of the secondary plan.

Schedules

Volume 1 Schedule B2 with Secondary Plan Boundary Overlaid



DESIGNATIONS / DÉSIGNATIONS

- Hub / Carrefour
- Corridor - Mainstreet / Couloir - Rue principale
- Corridor - Minor / Couloir - Rue principale mineure
- Greenspace / Espace vert
- Neighbourhood / Quartier

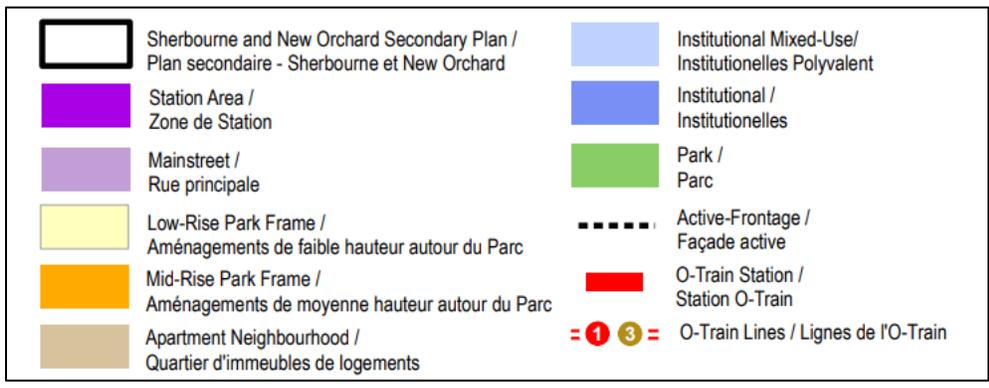
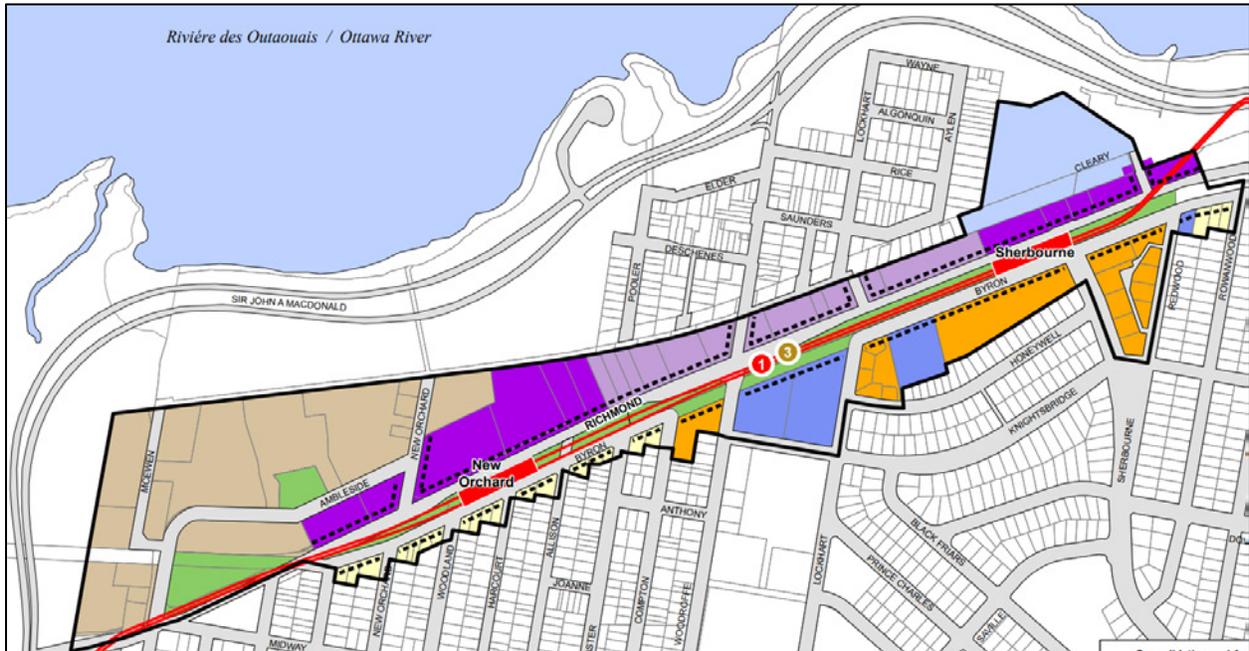
OVERLAY / AFFECTATION SUPPLÉMENTAIRE

- Evolving Neighbourhood / Quartier en évolution

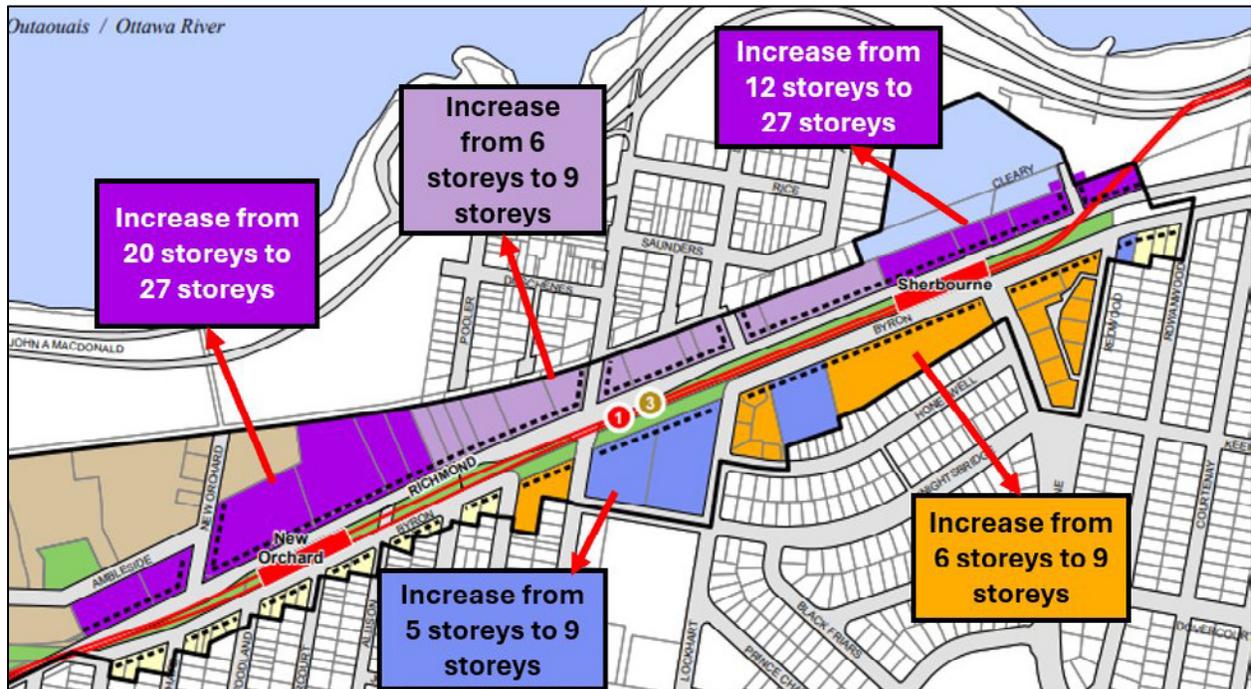
TRANSIT

- O-Train Station / Station de l'O-Train

Existing Secondary Plan Schedule A – Designation Plan



Summary of Schedule Amendments



	Sherbourne and New Orchard Secondary Plan / Plan secondaire - Sherbourne et New Orchard		Institutional Mixed-Use/ Institutionnelles Polyvalent
	Station Area / Zone de Station		Institutional / Institutionnelles
	Mainstreet / Rue principale		Park / Parc
	Low-Rise Park Frame / Aménagements de faible hauteur autour du Parc		Active-Frontage / Façade active
	Mid-Rise Park Frame / Aménagements de moyenne hauteur autour du Parc		O-Train Station / Station O-Train
	Apartment Neighbourhood / Quartier d'immeubles de logements		O-Train Lines / Lignes de l'O-Train

**The schedule above is for reference only to demonstrate the proposed height changes*

8 – Stittsville Main Street Secondary Plan

Stittsville Main Street Secondary Plan	
Transect	Suburban (West)
MTSAs	N/A
Strategic Growth Areas	Stittsville Main Mainstreet Corridor

Overview

The Stittsville Main Street Secondary Plan is focused on the Stittsville Mainstreet Corridor, a strategic growth area in the Suburban (west) transect. The secondary plan boundary extends from Neil Avenue in the north to Bobcat Way in the south. Building heights are restricted to a maximum of four storeys throughout the entire plan area, with further restrictions in certain areas. This significantly differs from the policy direction for Mainstreet Corridors in Volume 1 of the Official Plan, where high-rise up to 40-storeys may be permitted,

Proposed Amendments

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.

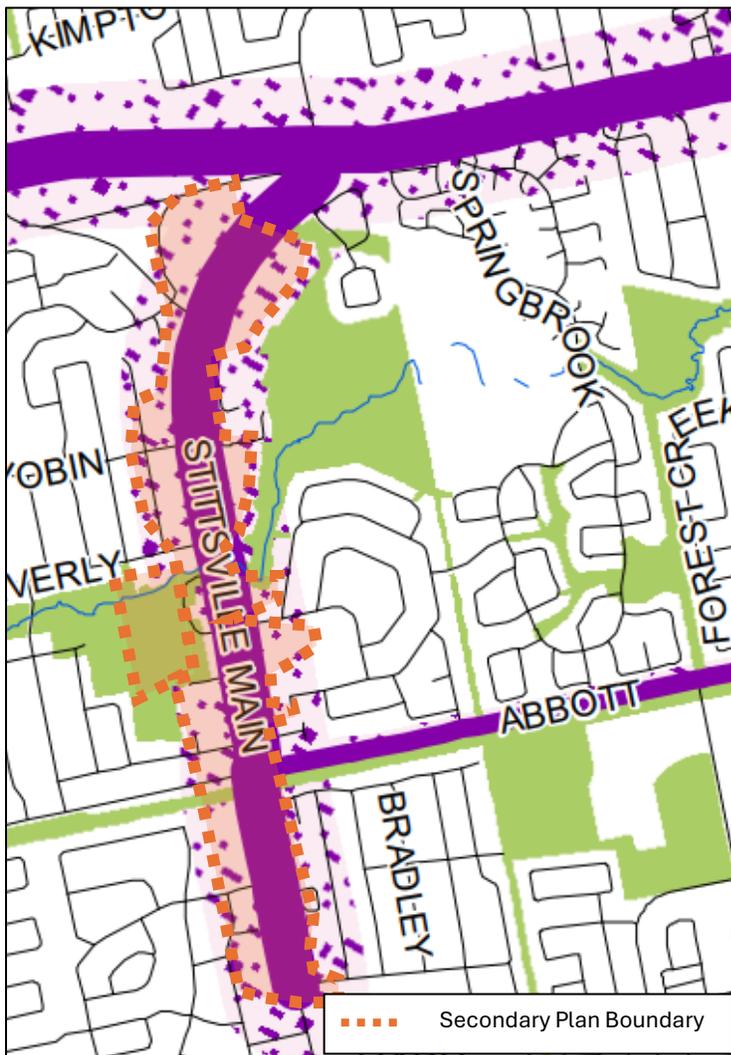
The modest high-rise permissions in the Crossing Bridge Precinct allow for high-rise where the lot fabric is suitable. The enabling policies and the retained low-rise permissions in the other precincts implement the direction for the strategic growth area and the Mainstreet Corridor in Volume 1.

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.

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.

Schedules

Schedule B5 with Secondary Plan Boundary Overlaid



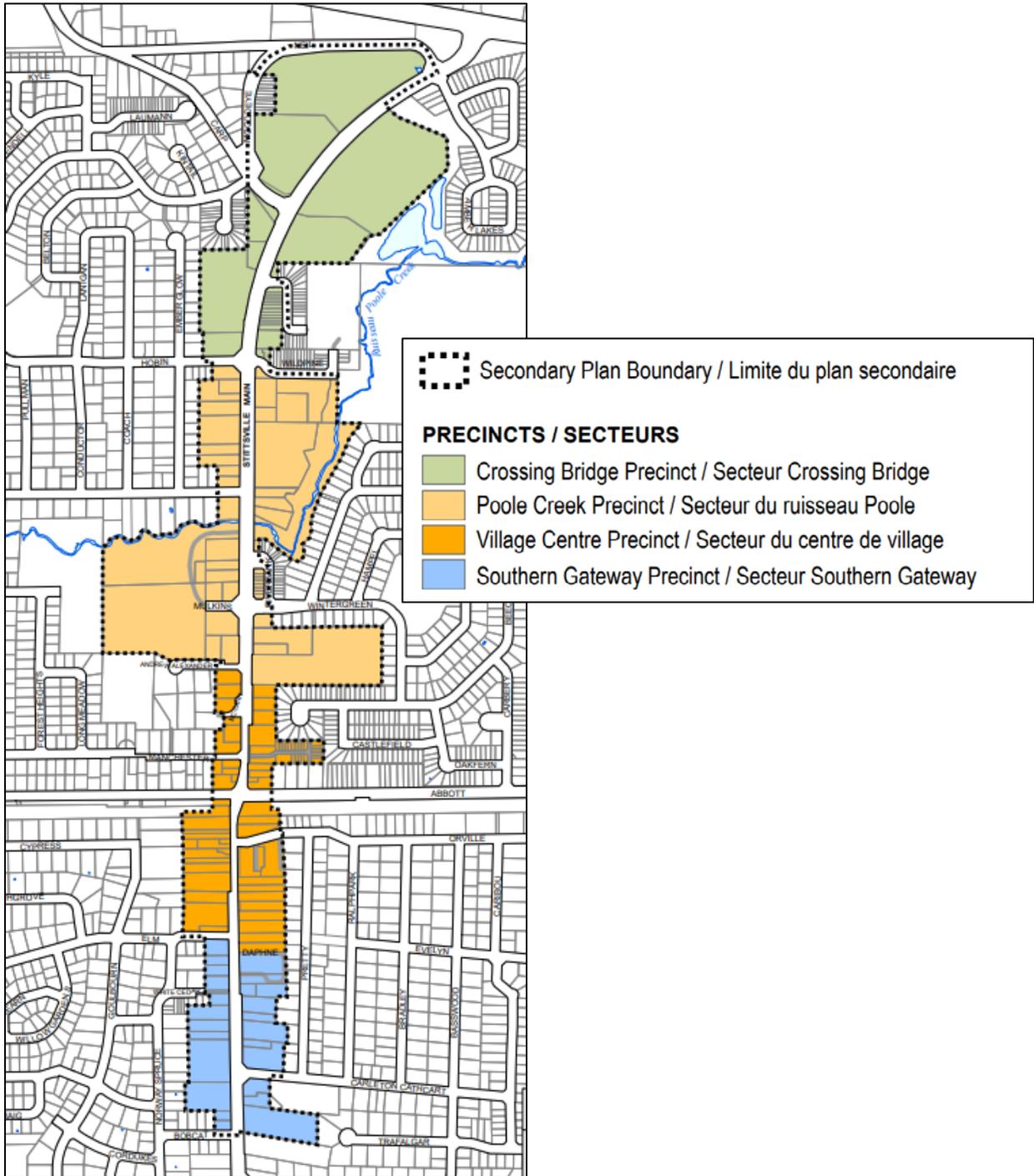
DESIGNATIONS / DÉSIGNATIONS

-  Hub / Carrefour
-  Corridor - Mainstreet / Couloir - Rue principale
-  Corridor - Minor / Couloir - Rue principale mineure
-  Greenspace / Espace vert
-  Neighbourhood / Quartier

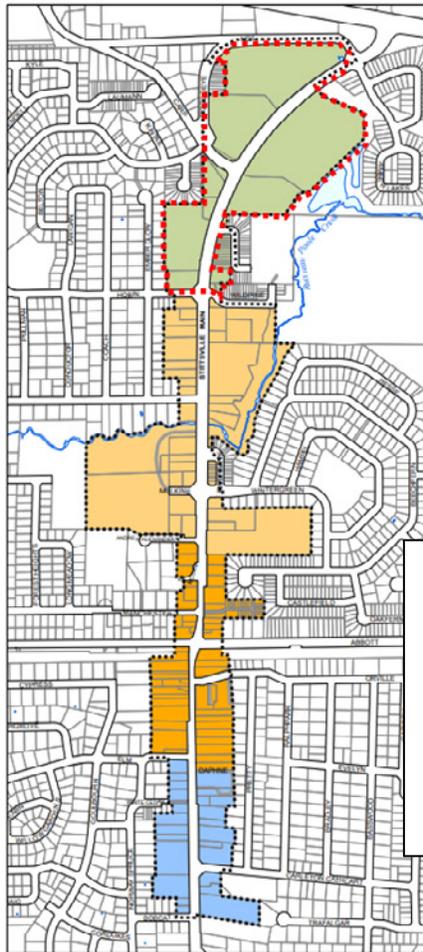
OVERLAY / AFFECTATION SUPPLÉMENTAIRE

-  Evolving Neighbourhood / Quartier en évolution

Existing Land Uses (Secondary Plan Schedules)



Summary of Schedule Amendments



 Up to 18 storeys / Jusqu'à 18 étages

 Secondary Plan Boundary / Limite du plan secondaire

PRECINCTS / SECTEURS

-  Crossing Bridge Precinct / Secteur Crossing Bridge
-  Poole Creek Precinct / Secteur du ruisseau Poole
-  Village Centre Precinct / Secteur du centre de village
-  Southern Gateway Precinct / Secteur Southern Gateway