

Report to / Rapport au:

Joint meeting of / Réunion conjointe du

**Planning Committee / Comité de l'urbanisme
and / et
Agriculture and Rural Affairs Committee
Comité de l'agriculture et des affaires rurales**

14 October 2021 / 14 octobre 2021

**and Council / et au Conseil
27 October 2021 / 27 octobre 2021**

Submitted on 22 September 2021 / Soumis le 22 septembre 2021

Submitted by

Soumis par:

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**Ward: CITY WIDE / À L'ÉCHELLE DE
LA VILLE**

File Number: ACS2021-PIE-EDP-0036

SUBJECT: New Official Plan

OBJET: Nouveau Plan officiel

REPORT RECOMMENDATIONS

That Planning Committee and Agriculture and Rural Affairs Committee recommend Council:

- 1. Receive the new Official Plan engagement report attached as Document 1;**
- 2. Receive the following documents prepared in support of the new Official Plan as Documents 2 through 7;**
 - a. Document 2: Resolution of Council Motions relating to growth and the Official Plan;**
 - b. Document 3: Resolution of Ministry of Municipal Affairs and Housing Comments;**
 - c. Document 4A: Financial report – ‘development pays for development’;**
 - i. Document 4B: 2021 Hemson Report – Summary Update of Comparative Municipal Fiscal Impact Analysis**
 - ii. Document 4C: May 26, 2021 Memo – New Official Plan Growth Management Strategy – Financial Analysis Rationale**
 - d. Document 5: Growth Management Strategy – Implementation Modelling;**
 - e. Document 6: Memorandum detailing a framework for consideration of in-process applications;**
 - f. Document 7: Draft Adoption By-law for Official Plan.**
- 3. Approve Document 12: Staff recommended changes to the draft new Official Plan;**
- 4. Adopt the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies) as presented in Documents 8 and 9 (being Volume 1 and, Volumes 2A urban secondary plans, 2B rural secondary plans and 2C Area Specific Policies, respectively);**
- 5. Adopt the following annexes as supporting information to the new Official Plan, as presented in Document 10:**

- | | |
|-----------------|---|
| Annex 1 | Metropolitan Downtown Core |
| Annex 2 | Development Zone of Influence |
| Annex 3 | Heritage Conservation Districts |
| Annex 4 | Local Plan Framework |
| Annex 5 | Urban and Rural Areas Subject to Area-Specific Policies |
| Annex 6 | Urban Areas Subject to a Secondary Plan |
| Annex 7 | Rural Areas Subject to a Secondary Plan |
| Annex 8A | Watersheds and Subwatersheds |
| Annex 8B | Subwatershed Studies and Environmental Plans |
| Annex 9 | Private Service Enclaves in the Urban Area |
| Annex 10 | Tewin Community Design Planning Process and Studies |
| Annex 11 | Official Plan amendments (currently blank) |
| Annex 12 | Principles for the Tewin Financial Memorandum of Understanding |
- 6. Receive Document 11: Work Plan Items Arising from the New Official Plan;**
 - 7. Approve that the Annexes to the existing Official Plan that do not legally form part of the existing Official Plan be repealed on the date that the Minister approves the new Official Plan;**
 - 8. Provide direction for staff to prepare an implementing workplan and associated timelines and resources for new or updated secondary plans, high performance development standards, guidelines and by-laws, to be included in Departmental work plans, for consideration by Planning Committee within 6 months of Ministerial approval of the new Official Plan;**
 - 9. Approve the Principles for the Tewin Financial Memorandum of Understanding, attached as Annex 12 to the new Official Plan, detailing the financial components of the Tewin expansion lands, and delegate authority to the General Manager of the Planning, Infrastructure and Economic Development Department to finalize and execute a Memorandum of Understanding based on these principles, to the satisfaction of the City Solicitor and Chief Financial Officer;**

10. **Direct staff, if necessary, to request the Minister of Municipal Affairs and Housing, in respect of results of any Ontario Lands Tribunal hearing respecting the Official Plan, following Council approval of the plan, to request modification of the adopted Official Plan, so that the applicable policy is consistent with the ruling of the Tribunal; and**
11. **Direct staff to request the Minister of Municipal Affairs and Housing, in respect of any Official Plan Amendments to the current plan that are adopted by Council and have cleared appeals prior to Ministerial approval, to modify the Official Plan to incorporation such amendments.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme et le Comité de l'agriculture et des affaires rurales recommandent au Conseil municipal :

1. **de prendre connaissance du rapport de consultation sur le nouveau Plan officiel reproduit ci-joint dans la pièce 1;**
2. **de prendre connaissance des documents suivants, préparés dans le cadre du nouveau Plan officiel et reproduits ci-joint dans les pièces 2 à 7 :**
 - a. **Pièce 2 : Résolution des motions du Conseil municipal relativement à la croissance et au Plan officiel;**
 - b. **Pièce 3 : Résolution des commentaires du ministère des Affaires municipales et du Logement;**
 - c. **Pièce 4 : Rapport financier – « L'aménagement s'autofinance »;**
 - i. **Pièce 4B: Rapport Hemson de 2021 – « Summary Update of Comparative Municipal Fiscal Impact Analysis » (en anglais uniquement)**
 - ii. **Pièce 4C: Note de Service daté le 26 mai 2021 – « New Official Plan Growth Management Strategy – Financial Analysis Rationale » (en anglais uniquement)**
 - d. **Pièce 5 : Stratégie de gestion de la croissance – Modélisation de la mise en œuvre;**
 - e. **Pièce 6 : Note de service précisant le cadre de l'étude des demandes en cours;**

- f. Pièce 7 : Version provisoire du Règlement municipal sur l'adoption du Plan officiel.**
- 3. d'approuver la pièce 12 : Le personnel a recommandé d'apporter des changements à la version provisoire du nouveau Plan officiel;**
 - 4. d'adopter les volumes 1 et 2 (Plans secondaires et politiques sectorielles) du nouveau Plan officiel, déposés dans les pièces 8 et 9 (soit respectivement le volume 1 et les volumes 2A [Plans secondaires du secteur urbain], 2B [Plans secondaires du secteur rural] et 2C [Politiques sectorielles]);**
 - 5. d'adopter les appendices suivants à titre de pièces justificatives du nouveau Plan officiel, déposés dans la pièce 10 :**
 - Appendice 1 Centre-ville métropolitain**
 - Appendice 2 Zone d'influence de l'aménagement**
 - Appendice 3 Districts de conservation du patrimoine**
 - Appendice 4 Plan-cadre local**
 - Appendice 5 Secteurs urbains et ruraux subordonnés aux politiques sectorielles**
 - Appendice 6 Secteurs urbains faisant l'objet d'un plan secondaire**
 - Appendice 7 Secteurs ruraux faisant l'objet d'un plan secondaire**
 - Appendice 8A Bassins et sous-bassins hydrographiques**
 - Appendice 8B Études et plans environnementaux des sous bassins hydrographiques**
 - Appendice 9 Enclaves de services privés dans le secteur urbain**
 - Appendice 10 Processus et études de la planification de la conception de la collectivité de Tewin**
 - Appendice 11 Modifications du Plan officiel (libre à l'heure actuelle)**
 - Appendice 12 Principes pour le protocole d'entente financier de la collectivité de Tewin**

6. de prendre connaissance du document 11 : Éléments du Plan de travail découlant du nouveau Plan officiel;
7. d'approuver le fait que les appendices du Plan officiel existant ne font pas officiellement partie du Plan officiel existant à abroger à la date à laquelle le ministre approuvera le nouveau Plan officiel;
8. de demander au personnel de préparer un plan de travail pour la mise en œuvre, ainsi que le calendrier et les ressources correspondants pour les versions nouvelles ou actualisées des plans secondaires, des normes d'aménagement d'immeubles très performants, des directives et des règlements municipaux, à intégrer dans les plans de travail de la Direction générale pour les soumettre à l'étude du Comité de l'urbanisme dans les six mois de l'approbation ministérielle du nouveau Plan officiel;
9. d'approuver les principes du Protocole d'entente financier de la collectivité de Tewin, reproduit ci-joint dans l'appendice 12 du nouveau Plan officiel et précisant les volets financiers des terrains d'agrandissement de la collectivité de Tewin, et de déléguer, au directeur général de la Direction générale de la planification, de l'infrastructure et du développement économique, le pouvoir de finaliser et de signer un protocole d'entente fondé sur ces principes, à la satisfaction de l'avocat général et de la cheffe des finances;
10. de demander au besoin au personnel d'inviter le ministère des Affaires municipales et du Logement, en ce qui a trait au résultat de toutes les audiences du Tribunal ontarien de l'aménagement du territoire en ce qui a trait au Plan officiel, lorsque le Conseil municipal aura approuvé le Plan, à demander de modifier le Plan officiel adopté pour que la politique applicable soit conforme à la décision du Tribunal; et
11. de demander au personnel d'inviter le ministère des Affaires municipales et du Logement, en ce qui a trait aux modifications à apporter à la version actuelle du Plan officiel et qui sont adoptées par le Conseil municipal et dont les appels sont liquidés avant l'approbation ministérielle, à modifier le Plan officiel pour y intégrer ces modifications.

EXECUTIVE SUMMARY

In this report, City staff recommend adoption of a new Official Plan by the Joint Committees of Planning and Agricultural and Rural Affairs and Council.

An Official Plan is the primary document to guide planning for the city's growth and redevelopment. How we have reached the milestone of a new Official Plan is as much a direct result of the city's long-term trajectory of growth and development, as it is a product of the vision of this Council and of an extraordinary dialogue with the public. The new Official Plan is a statement of our collective interests and recognition of our diverse values in land use. It will guide growth and redevelopment for the next 25 years and set the stage for Ottawa to become a world city with a population of 2 million people by the end of the century.

1.1. Summary of Recommendations

This report contains 11 recommendations.

1. The first recommendation is to receive the public engagement report (Document 1).
2. The second recommendation is to receive supporting documents for the new Official Plan (OP) (Documents 2 through 7). Supporting Documents 2 and 3 provide detail to Committees and Council on the resolution of Council motions (Document 2) and resolution of Ministerial comments (Document 3). Document 4 provides information regarding municipal development financing. Document 5 presents implementation modeling of the growth management strategy adopted by Council in 2020 and fully accounting for the changes made to the Official Plan between the November 2020 draft and the revised version now submitted. Document 6 is a memorandum from Legal Services detailing a process for consideration of in-process applications. Document 7 is a draft of Adopting By-law.
3. Recommendation three is for Council to accept recent changes to the draft new Official Plan as listed and detailed in Document 12. This recommendation is necessary because staff have been working beyond the deadline for translation and accessibility conversion to resolve a number of comments, motions and directions regarding the Official Plan.
4. The fourth recommendation is to repeal the existing OP in its entirety and adopt the new Official Plan presented in Document 8 and 9 being Volume 1 (OP) and 2A (Urban Secondary Plans), 2B Secondary Plans and 2C (Area Specific Policies).
5. Recommendation five is to receive a list of work plan items arising from policies in the Official Plan.
6. The sixth recommendation is for Committees and Council to receive a list of work plan items arising from the new Official Plan (Document 11).

7. The seventh recommendation is to repeal the existing annexes of the Official Plan that do not legally form part of the Official Plan on the date that the Minister approves the Official Plan.
8. Recommendation eight is to direct staff to prepare an implementing workplan for the new Official Plan that addresses new and updated secondary plans, development standards and guidelines and by-laws for inclusion in departmental workplans.
9. The ninth recommendation is for Committees and Council to approve the principles for the Tewin financial memorandum of understanding and to delegate authority to the General Manager (PIED) for the execution of the memorandum principles to the satisfaction of the City Solicitor and Chief Financial Officer. This is attached as Annex 12 of the new Official Plan.
10. Recommendation ten is to provide direction to staff to refer any decision of the Ontario Land Tribunal (OLT) prior to ministerial approval to the Minister of Municipal Affairs and Housing so that the applicable policy is consistent with the ruling of the Tribunal.
11. The final recommendation, eleven, is for staff to refer to the Ministry of Municipal Affairs and Housing any amendments to the Official Plan adopted prior to Ministerial approval and not appealed, for inclusion in the final approved Official Plan.

1.2. Engagement with the Public

Recognizing the long-term city-wide implications of the new Official Plan, there was a commitment to ensure that a broad range of residents could engage in the development of the plan. Drawing on the City's Public Engagement Guidelines some key goals were identified to achieve this commitment.

1. Connect with residents early in the project
2. Meet residents in their communities
3. Reach the 11 traditionally under-represented equity and inclusion groups
4. Use innovative tools to reach more residents

Over the past two and a half years of consistent engagement the new Official Plan team achieved these goals by:

1. Engaging residents at every phase of policy development, from early concepts such as the Five Big Moves to detailed chapters with tracked changes outlining policy revisions.
2. Instead of relying on public open houses at City Hall, the team attended more than 135 events across the city.
3. Created the Ambassadors Working Group out of the 11 traditionally under-represented equity and inclusion-seeking communities. This group was one of the main working groups for the project and met regularly with the Planning team on key topics. Planning staff were provided Equity and Inclusion training as well as a tailored highlight sheet on equity in land use planning.
4. Drew on innovative tools such as Engage Ottawa, Poll Everywhere, and Zoom to provide opportunities to connect with diverse residents.

In working towards these goals, the New Official Plan engagement achieved unprecedented levels of feedback. Combining interactions from each different tactic the team had over 140,000 engagements with residents through the development of the New Official Plan. That is more ten times the amount of engagements recorded the last time there was an Official Plan review.

1.3. Background

The new Official Plan is the culmination of a series of reports and directions that have been previously approved and adopted by Committee and Council. It is based on the requirements of the provincial *Planning Act* and, for matters of provincial interest, the Provincial Policy Statement (2020). Following approval, the new plan will guide other City master plans to ensure that services such as water, wastewater, transit, roads, parks, and greenspace are expanded, maintained and enhanced to support city neighbourhoods.

This report concludes the new Official Plan project and also begins the dialogue with the community, various stakeholders and Council that will ultimately conclude with a new Comprehensive Zoning By-law in 2024.

A simplified chronology of the new Official Plan project is found in Figure 1 below.

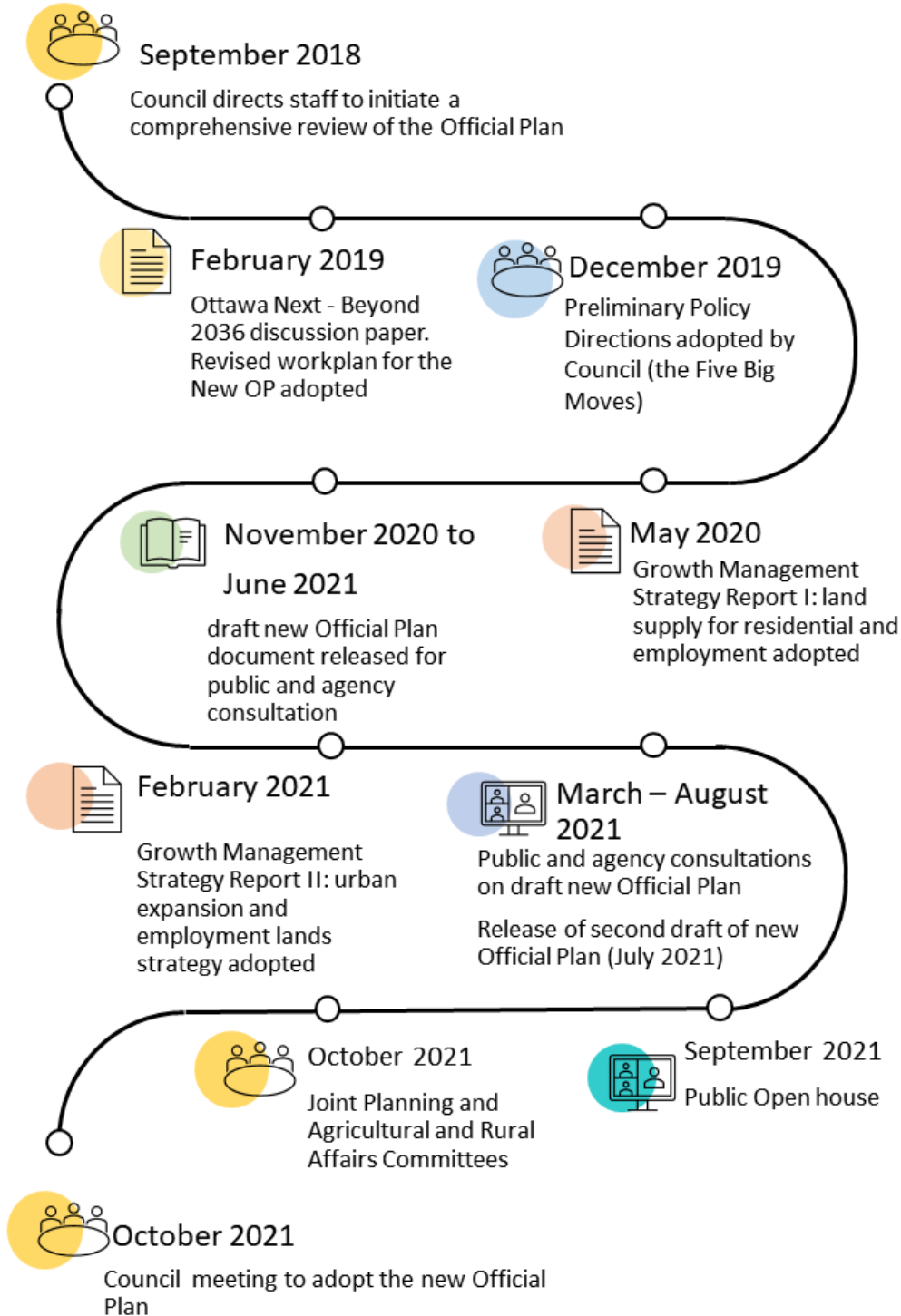


Figure 1 Chronology of the new Official Plan Project

In this report we refer to the 2021 Official Plan as a ‘milestone’ plan. Milestone plans advance the city’s planning in a significant direction (or directions) based on the challenges and opportunities the city faces at that stage of its development. Milestone plans have had the impact of increasing the sophistication and maturation of the capital as we become, even more, a world city.

The 2021 Official Plan continues a forward trajectory based in large part on the evolution of social, cultural and technological currents, economic growth and city building that can be traced to the concepts introduced by the 1950 Gréber Plan - as well as even older plans. As shown in Figure 2, a number of these milestone plans and their 'big moves' have shaped many of the directions in the new Official Plan. The figure also demonstrates that the city's development trajectory is and will continue to be the achievement of an urban form that is compact, human scaled, transit oriented and walkable. This new Official Plan represents the City's next step in good planning.

A TIMELINE OF MILESTONE CITY PLANS

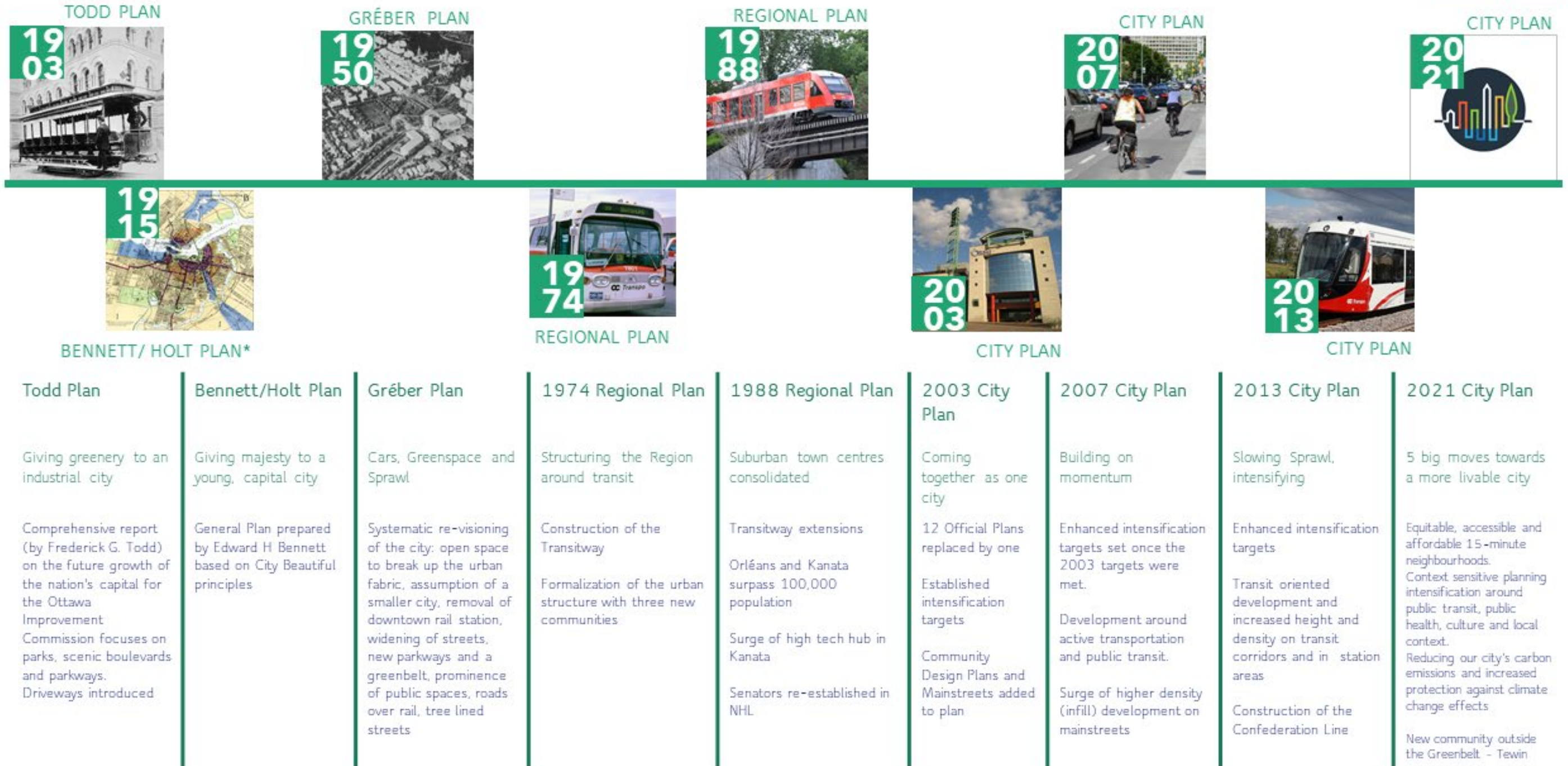


Figure 2 A Timeline of Milestone City Plans.

1.4. The Five Big Moves and Cross Cutting Issues

The Five Big Moves collectively represent the guiding vision for this Official Plan. Set in place early in the new Official Plan project (December 2019), the Five Big Moves function in the Plan as the primary objectives we will seek to achieve en route to Ottawa becoming the most liveable mid-sized city in North America. During the 25-year life of this Official Plan the big moves will serve as essential touch points for land use decisions and policy directions. The Five Big Moves are:

1. Growth: achieve, by the end of the Plan's planning period, more growth by intensification than by greenfield development. This growth will provide for complete communities and a variety of affordable housing options.
2. Mobility: by 2046, the majority of trips in the city of Ottawa will be made by sustainable transportation (walking, cycling, transit or carpool).
3. Urban Design: improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Resiliency: embed public health, environmental, climate and energy resiliency into the framework of our planning policies.
5. Economy: embed economic development into the framework of our planning policies.

Crossing-Cutting Issues

Alongside the Five Big Moves, the Official Plan identifies 'cross-cutting' issues. These provide direction on a number of broad policy topics throughout the plan. Staff consider the additional direction and breadth of policy change in these cross-cutting issues as representing milestone decisions. They are innovative and timely directions for the City that will have significant impact on future land use decisions.

Each cross-cutting issue has several objectives. For example, prioritizing a transition to energy-efficient transportation is one objective of the energy and climate cross-cutting issue. As a cross-cutting issue, policies that relate to, and advance, this objective can be found throughout the plan. In this example, policies supporting energy-efficient transportation are provided in dedicated mobility policies, as well as in the transect and

designation policies that support sustainable transportation methods in the design of properties and through the allocation of public rights-of-way to various transportation modes.

The six cross-cutting issues as shown in figure 3 are: intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

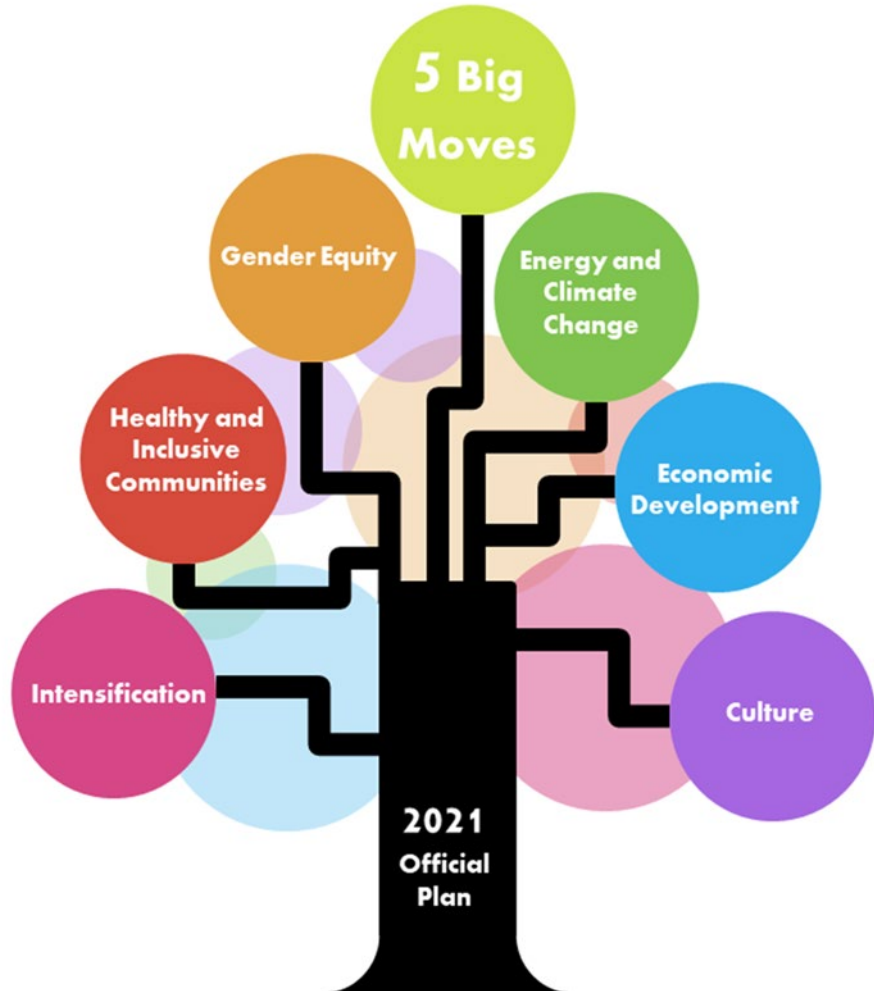


Figure 3 The Five Big Moves and Cross Cutting Issues in the Official Plan

1.5. Growth Management

Growth projections for the new Official Plan were adopted by Council in December 2019. By 2046 Ottawa is projected to have a population of 1,409,650 persons, 590,600 private households, and 827,000 jobs. From 2018 this represents a growth of 402,150 persons, 194,800 private dwellings, and 189,500 jobs. A growth management strategy was developed to determine where this growth will occur in Ottawa.

The new Official Plan's growth management strategy was presented in two phases.

Phase 1 was the adoption of Growth Management Report 1 in May 2020, which was a scenario-based approach to allocating urban residential growth to 2046 and developed criteria for the selection of urban residential expansion lands. The Balanced Scenario

was adopted by Council, requiring higher intensification targets than the current Official Plan so that the majority of growth within the urban area will occur through intensification, and adding 1,281 hectares of urban expansion land for new greenfield neighbourhoods in order to fulfill the provincial requirement to ensure a 15-year land supply.

Phase 2 was the adoption of Growth Management Report 2 in February 2021, which made recommendations for where urban expansion will occur to accommodate new greenfield neighbourhoods. staff recommended land parcels that provided 1,011 hectares of land, and three options to determine where an additional 270 hectares might be located, for a total expansion of 1,281 hectares for new neighbourhoods.

City Council's modifications to staff recommendations of new neighbourhoods' expansion parcels included the substitution of some recommended lands for a new community proposed to be called Tewin. The Tewin community, spanning 445 hectares of land to be added to the urban boundary of Ottawa, will, along with other lands selected by Council, be subject to a series of requirements prior to approval of any development.

Council also made a substitution which shifted 144 hectares of urban land located east of Riverside South and in close proximity to the future Bowesville O-Train station. These lands were identified as agricultural resource area in the 2016 LEAR study. A preliminary assessment by the landowner in support of re-designating the agricultural resource area was submitted in late August 2021 as directed by a Council motion. The conclusion of this assessment was that the lands were no longer in agricultural production and thus should be scored less than the threshold score for designating agricultural resource lands. This result could not be corroborated by staff, who have observed in aerial photography that the lands were in active agricultural production as recently as 2019. Council decided to add these lands to the urban boundary because these lands are in very close proximity to a rapid transit station currently being constructed.

The new Official Plan has a series of 'gating' policies which are a series of policies that must be fulfilled prior to proceeding, associated with the development of the lands being added to the urban area, through the use of a Future Neighbourhood Overlay. The overlay prohibits registration or draft approval of new subdivisions until the requirements of the overlay are met. For most new communities, this will include a Council-approved funding source for necessary infrastructure (water, wastewater and storm sewers), transit and roads (including sidewalks and cycling facilities) where the lands are not

within the catchment area of an existing transit station. In addition to these requirements, a second category applies specifically to the Tewin community and includes the requirements associated with the creation of this new community. Those requirements are detailed in Annex 10 of the Official Plan.

Phase 2 of the Growth Management Report also included an Industrial and Logistics Land Strategy. This study provided a comprehensive review of employment areas in the city and a land budget for projected industrial and logistics jobs to 2046 in the new Official Plan. Approximately 73 per cent of projected industrial-related jobs will be accommodated on existing vacant urban industrial and logistics lands and 27 per cent will be accommodated on new vacant urban industrial lands. New urban industrial and logistics lands total 140 hectares and are located at Carp Road, south of Highway 417 in Stittsville, and along Borrisokane Road, northeast of Highway 416 and Barnsdale Road in Barrhaven. An additional 49 net hectares of rural industrial lands are recommended along Highways 417 at Boundary Road and 416 at Fallowfield Road.

1.6. Changes to the Plan Following Release in November 2020

From release of the first public draft of the Official Plan in November 2020, an unprecedented level of public engagement and feedback was received. The use of digital means of communication enabled many residents to hear directly from Planning staff through multiple ward, transect, and issue-specific presentations.

Input was received by staff through correspondence from residents, detailed submissions from the homebuilding industry and multiple groups representing individual community associations, the general public and various interest groups. Submissions were coded by subject matter and provided to all Official Plan policy authors for response and action, where necessary.

The considerable public feedback received on the November 2020 draft led to important changes to clarify and add nuance to, or in some cases revise, the direction of the Official Plan. Changes included a shift from minimum density requirements to targets in neighbourhoods, simplifying a system of overlays while maintaining their direction for urban form, and reinstatement of some secondary plans or retention of specific policies originally slated for removal.

1.7. Next steps

Approval of a new Official Plan is effectively the first step in updating multiple policy documents, processes, and advancing ways that the Planning, Infrastructure, and Economic Development Department and other Departments serve the city.

The City is required to update the Zoning By-law to implement the policies of the new Official Plan within three years of the date of approval of the Plan. Preparatory work has already begun and, following adoption of the new Official Plan, a large multi-disciplinary team will accelerate work on the new Zoning By-law.

The new Official Plan also identifies and directs a large number of projects. Completion of the Transportation Master Plan and Infrastructure Master Plan, both of which help determine priorities for transportation and infrastructure based on the policy directions, growth projections and expansion areas of the new Official Plan, will follow Official Plan approval. Other key projects include the creation of new secondary plans for protected major transit station areas, process changes to support intensification in neighbourhoods, and the development of an Inclusionary Zoning By-law. Building on the core policies of the new Official Plan, a 15-minute neighbourhood study will provide a qualitative assessment of neighbourhoods to determine what improvements can be made to advance the goals of the Official Plan. A full list of implementation projects arising from the Official Plan is presented in Document 11.

1.8. Financial implications

There are no direct financial implications as a result of this report. The revised Official Plan will inform the development of the next Infrastructure Master Plan and Transportation Master Plan (including the Active Transportation plans). The affordability of those plans will be assessed as part of the revised Long Range Financial Plans for Tax, Rate and Transit to ensure the City's overall operating and capital plans are affordable and financially sustainable going forward. The affordable plans will also contribute to the development of future Development Charges Background Studies.

SYNTHÈSE ADMINISTRATIVE

Dans le présent rapport, le personnel de la Ville recommande au Comité de l'urbanisme et au Comité de l'agriculture et des affaires rurales, ainsi qu'au Conseil municipal, d'adopter conjointement le nouveau Plan officiel.

Le Plan officiel est le document principal qui oriente la planification de la croissance et du réaménagement de la Ville. Les moyens que nous avons adoptés pour franchir l'étape de la rédaction du nouveau Plan officiel sont aussi bien le résultat direct de la trajectoire à long terme de croissance et d'aménagement de la Ville que le produit de la vision du Conseil municipal et d'un dialogue exceptionnel avec le public. Le nouveau Plan officiel est l'affirmation de nos intérêts collectifs et le constat de nos valeurs diverses dans l'aménagement du territoire. Il guidera la croissance et le

réaménagement pour les 25 prochaines années et permettra à Ottawa de devenir une ville mondiale, dont la population se chiffrera à 2 millions d'habitants d'ici la fin du siècle.

1.1. Synthèse des recommandations

Ce rapport comprend 11 recommandations.

1. La première recommandation consiste à adopter le rapport sur la consultation publique (pièce 1).
2. La deuxième recommandation consiste à adopter les pièces justificatives du nouveau Plan officiel (PO) (pièces 2 à 7). Les pièces justificatives 2 et 3 comprennent, à l'intention des comités et du Conseil municipal, des détails sur la résolution des motions du Conseil municipal (pièce 2) et sur la résolution des commentaires ministériels (pièce 3). La pièce 4 comprend de l'information sur le financement de l'aménagement municipal. La pièce 5 porte sur la modélisation de la mise en œuvre de la stratégie de gestion de la croissance adoptée par le Conseil municipal en 2020 et tient parfaitement compte des changements apportés au Plan officiel entre la version provisoire de novembre 2020 et la version révisée déposée ce jour. La pièce 6 comprend le protocole d'entente rédigé par les Services juridiques et précisant le processus adopté pour l'étude des demandes en cours. La pièce 7 est une version provisoire du Règlement municipal sur l'adoption du Plan officiel.
3. La recommandation 3 vise à demander au Conseil municipal d'apporter des changements récents à la version provisoire du nouveau Plan officiel, conformément à la liste et aux précisions de la pièce 12. Cette recommandation est nécessaire, puisque le personnel a travaillé au-delà de l'échéance pour la traduction et la conversion à l'accessibilité afin de donner suite à un certain nombre de commentaires, de motions et de directives à propos du Plan officiel.
4. La quatrième recommandation vise à abroger l'intégralité du PO existant et à adopter le nouveau Plan officiel présenté dans les pièces 8 et 9, soit le volume 1 (PO) et le volume 2A (Plans secondaires du secteur urbain), 2B (Plans secondaires) et 2C (Politiques sectorielles).
5. La recommandation 5 vise à prendre connaissance de la liste des articles du Plan de travail découlant des politiques du Plan officiel.

6. La sixième recommandation vise à demander aux comités et au Conseil municipal de prendre connaissance de la liste des articles du plan de travail découlant du nouveau Plan officiel (pièce 11).
7. La septième recommandation vise à abroger les appendices existants du Plan officiel qui ne font pas officiellement partie du Plan officiel à la date à laquelle le ministre approuve ce plan.
8. La recommandation 8 vise à demander au personnel de préparer le plan de travail pour la mise en œuvre du nouveau Plan officiel afin de tenir compte des plans secondaires nouveaux et actualisés, des normes d'aménagement, ainsi que des directives et des règlements municipaux à intégrer dans les plans de travail de la Direction générale.
9. La neuvième recommandation vise à demander aux comités et au Conseil municipal d'approuver les principes du protocole d'entente financière de la collectivité de Tewin et à déléguer, au directeur général de la DGPIDE, le pouvoir de signer le texte des principes du protocole à la satisfaction de l'avocat général et de la cheffe des finances. Ce document est reproduit ci-joint dans l'appendice 12 du nouveau Plan officiel.
10. La recommandation 10 vise à demander au personnel de communiquer au ministre des Affaires municipales et du Logement toutes les décisions du Tribunal ontarien de l'aménagement du territoire avant l'approbation ministérielle pour que la politique applicable soit conforme à la décision du Tribunal.
11. La dernière recommandation, soit la recommandation 11, vise à demander au personnel de communiquer au ministère des Affaires municipales et du Logement, pour les intégrer dans la version définitive du Plan officiel approuvé, toutes les modifications apportées au Plan officiel adopté avant l'approbation ministérielle et non abrogées.

1.2. Consultation du public

En tenant compte des incidences à long terme, sur l'ensemble de la Ville, du nouveau Plan officiel, on s'est engagé à veiller à ce que de nombreux résidents puissent participer à l'élaboration du Plan. En nous inspirant des Directives de la Ville sur la consultation publique, nous avons défini les grands objectifs à atteindre pour nous acquitter de cet engagement :

1. Se mettre en rapport avec les résidents dès le début du projet.

2. Se réunir avec les résidents dans leur collectivité.
3. Rejoindre les 11 groupes de l'équité et de l'inclusion traditionnellement sous-représentés.
4. Faire appel à des outils innovants pour rejoindre un plus grand nombre de résidents.

Dans les deux dernières années et demie après avoir consulté régulièrement le public, l'équipe du nouveau Plan officiel a atteint ses objectifs grâce aux moyens suivants :

1. Elle a consulté les résidents dans chacune des phases de l'élaboration des politiques, à partir des premiers concepts comme les Cinq grands changements jusqu'aux chapitres précisés, en faisant le suivi des modifications correspondant aux révisions apportées aux politiques.
2. Au lieu de tenir des séances publiques portes ouvertes à l'hôtel de ville, l'équipe a participé à plus de 135 événements sur tout le territoire de la Ville.
3. Elle a mis sur pied le Groupe de travail des ambassadeurs et des ambassadrices, constitué de représentants des 11 groupes de l'équité et traditionnellement sous-représentés et de représentants des communautés en quête d'inclusion. Ce groupe, qui était l'un des principaux groupes de travail du projet, s'est réuni à intervalles réguliers avec l'équipe d'urbanistes sur les grands thèmes de la consultation. Le personnel de l'urbanisme a suivi une formation sur l'équité et l'inclusion; nous lui avons également remis une fiche personnalisée de faits saillants sur l'équité dans l'aménagement du territoire.
4. L'équipe a fait appel à des outils innovants, par exemple la plateforme Participons Ottawa, Poll Everywhere et Zoom, afin de pouvoir se mettre en rapport avec l'ensemble des résidents.

Dans le cadre de la réalisation de ces objectifs, la consultation sur le nouveau Plan officiel a permis de réunir un nombre sans précédent de commentaires. Dans le cadre des échanges qui se sont déroulés en faisant appel à chacune des différentes tactiques, l'équipe a mené plus de 140 000 consultations auprès des résidents dans le cadre de l'élaboration du nouveau Plan officiel. Il s'agit de plus de 10 fois le nombre de consultations enregistrées la dernière fois où il y a eu un examen du Plan officiel.

1.3. Contexte

Le nouveau Plan officiel est le point culminant d'une série de rapports et de directives qui ont déjà été approuvés et adoptés par les comités et le Conseil municipal. Il se fonde sur les exigences de la *Loi sur l'aménagement du territoire de l'Ontario* et, pour les questions d'intérêt provincial, sur la Déclaration de politiques provinciale (2020). Une fois approuvé, le nouveau Plan guidera les autres plans directeurs de la Ville pour s'assurer que les services comme l'aqueduc, l'égout, les transports en commun, la voirie, les parcs et les espaces verts sont augmentés, maintenus et améliorés pour permettre d'appuyer les quartiers de la Ville.

Ce rapport tire la conclusion sur le projet du nouveau Plan officiel et amorce, avec la collectivité, les différents intervenants et le Conseil municipal, le dialogue qui donnera finalement lieu au nouveau Règlement de zonage général en 2024.

La chronologie simplifiée du projet du nouveau Plan officiel est reproduite dans la figure 1 ci-après.

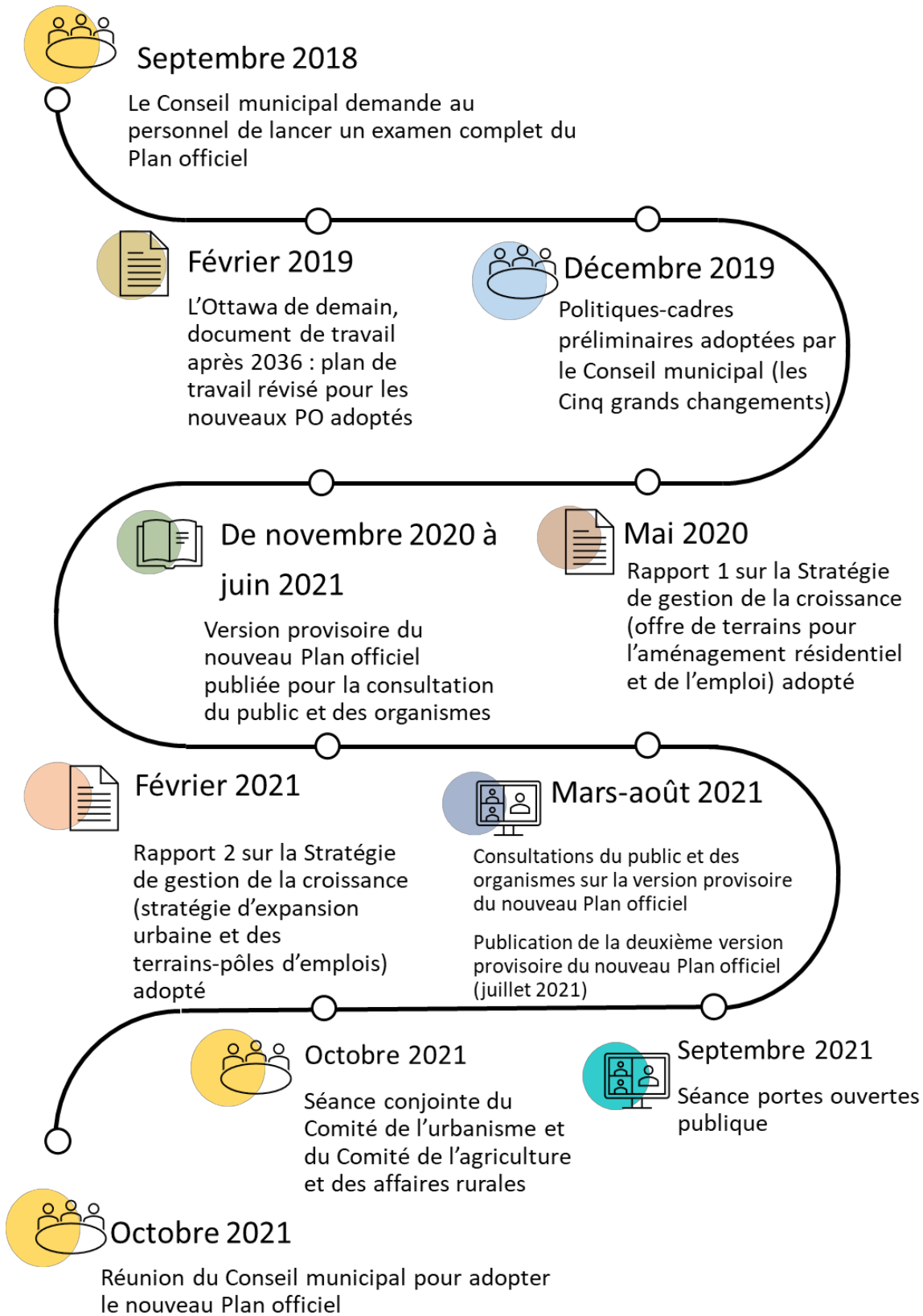


Figure 4 Chronologie du projet du nouveau Plan officiel

Dans le présent rapport, nous indiquons que le Plan officiel de 2021 est un plan « charnière ». Grâce aux plans charnières, la Ville adopte, dans ses travaux d'urbanisme, une ou plusieurs orientations importantes, en tenant compte des défis qu'elle doit relever et des perspectives qui s'offrent à elle à cette étape de son développement. Les plans charnières ont eu pour effet d'accroître le perfectionnement et l'évolution de la capitale à l'heure où nous devenons de plus en plus une ville mondiale.

Le Plan officiel de 2021 continue de se dérouler selon une trajectoire prospective, fondée en grande partie sur l'évolution des courants sociaux, culturels et technologiques, sur la croissance économique et sur l'édification de la Ville, qui peuvent se rapporter aux concepts adoptés dans le Plan Gréber de 1950, ainsi que dans des plans encore plus anciens. Comme l'indique la figure 2, certains de ces plans charnières et leurs « grands changements » ont façonné la plupart des orientations du nouveau Plan officiel. Cette figure montre aussi que la trajectoire de l'aménagement de la Ville est et continuera d'être la réalisation d'une forme urbaine qui est compacte, à échelle humaine, axée sur les transports en commun et piétonnable. Ce nouveau Plan officiel représente la prochaine étape de la Ville sur la voie d'une saine planification.

CALENDRIER DES PLANS CHARNIÈRES DE LA VILLE



Plan Todd	Plan Bennett-Holt	Plan Gréber	Plan régional de 1974	Plan régional de 1988	Plan municipal de 2003	Plan municipal de 2007	Plan municipal de 2013	Plan municipal de 2021
Verdir une ville industrielle	Donner de la majesté à une jeune capitale	Voitures, espaces verts et étalement urbain	Structuration de la région en fonction des transports en commun	Regroupement des centres-villes de banlieue	Consolidation de la ville	Miser sur le progrès	Ralentissement de l'étalement urbain et densification	Cinq grands changements pour une ville plus vivable
Rapport complet (de Frederick G. Todd) sur la croissance projetée de la capitale du pays pour la Commission de l'amélioration d'Ottawa, en mettant l'accent sur les parcs, les boulevards panoramiques et les promenades. Intégration des entrées de cour.	Plan général préparé par Edward H. Bennett d'après les principes d'embellissement de la ville.	Redéfiniton systématique de la vision de la ville : espaces verts pour rompre le tissu urbain, prise en charge d'une petite ville, enlèvement de la station ferroviaire au centre-ville, élargissement des rues, nouvelles promenades et ceinture de verdure, prépondérance des espaces publics, routes de préférence au réseau ferroviaire et rues arborisées.	Construction du Transitway Officialisation de la structure urbaine avec trois nouvelles collectivités	Prolongements du Transitway La population d'Orléans et de Kanata dépasse les 100 000 habitants. Essor du carrefour des hautes technologies à Kanata Les Sénateurs d'Ottawa reviennent dans la LNH.	12 plans officiels remplacés par le même plan Établissement des cibles de densification Plan de conception communautaire et rues principales intégrés dans le Plan	Rehaussement des cibles de de densification lorsque les cibles de 2003 auront été atteintes Développement en fonction du transport actif et des transports en commun Hausse de l'aménagement (intercalaire) de plus grande densité dans les rues principales	Cibles de densification rehaussées Aménagement en fonction des transports en commun et accroissement de la hauteur et de la densité dans les couloirs de transport en commun et dans les zones des stations Construction de la Ligne de la Confédération	Quartiers du quart d'heure équitables, accessibles et abordables Densification de l'aménagement adaptée au contexte des transports en commun, de la santé publique, de l'agriculture et de la localité Réduction des émissions de carbone de la Ville et amélioration de la protection contre les effets du changement climatique Nouvelle collectivité hors de la ceinture de verdure : Tewin

Figure 5 A Calendrier des plans charnières de la Ville

1.4. Les Cinq grands changements et les questions transversales

Collectivement, les Cinq grands changements représentent la vision directrice de ce Plan officiel. Mis en place dès le début du projet du nouveau Plan officiel (en décembre 2019), les Cinq grands changements constituent, dans le plan, les objectifs premiers que nous tâcherons de réaliser pour permettre à Ottawa de devenir la ville de taille moyenne où il fait le mieux vivre en Amérique du Nord. Durant les 25 années de la durée de ce Plan officiel, ces grands changements serviront de point de contact essentiel pour les décisions et les orientations politiques dans l'aménagement du territoire. Voici en quoi consistent les Cinq grands changements :

1. Croissance : D'ici la fin de la période visée par le Plan, assurer la croissance en s'en remettant plus à la densification qu'à l'aménagement de sites nouveaux. Cette croissance servira à créer des collectivités complètes et permettra de faire appel à différentes options dans le logement abordable.
2. Mobilité : D'ici 2046, la majorité des déplacements sur le territoire de la Ville d'Ottawa se feront grâce au transport durable (déplacements à pied et à vélo, en transports en commun ou en covoiturage).
3. Esthétique urbaine : Améliorer notre perfectionnement dans l'esthétique urbaine et la conception des collectivités et mettre ces connaissances au service de la qualité de l'urbanisme à toutes les échelles, pour les projets les plus vastes comme pour les projets les plus modestes.
4. Résilience : Intégrer, dans le cadre de nos politiques sur l'aménagement, la résilience sanitaire, environnementale, climatique et énergétique.
5. Économie : Intégrer le développement économique dans le cadre de nos politiques d'aménagement.

Questions transversales

De concert avec les Cinq grands changements, le Plan officiel fait état de questions « transversales ». Ces questions définissent l'orientation d'un certain nombre de grands thèmes de la politique dans l'ensemble du Plan. Le personnel considère que l'orientation et l'envergure supplémentaires des changements apportés à la politique dans ces questions transversales représentent des décisions charnières. Il s'agit pour la Ville d'orientations innovantes et opportunes, qui auront un impact considérable sur les décisions qui seront éventuellement prises dans l'aménagement du territoire.

À chaque question transversale correspondent plusieurs objectifs. Par exemple, la priorisation de la transition avec le transport économe d'énergie est un objectif de la

question transversale de l'énergie et du climat. Puisqu'il s'agit d'une question transversale, les politiques qui se rapportent à cet objectif et qui en font la promotion se trouvent dans l'ensemble du Plan. Dans cet exemple, les politiques favorisant le transport économe d'énergie font partie des politiques portant expressément sur la mobilité, ainsi que des politiques sur les transects et sur la désignation qui permettent d'appliquer des méthodes de transport durable dans la conception des propriétés et dans l'affectation de l'emprise publique aux différents modes de transport.

Les six questions transversales comme l'indique la figure 3 sont la densification, le développement économique, l'énergie et le changement climatique, les collectivités saines et inclusives, l'équité des genres et la culture.

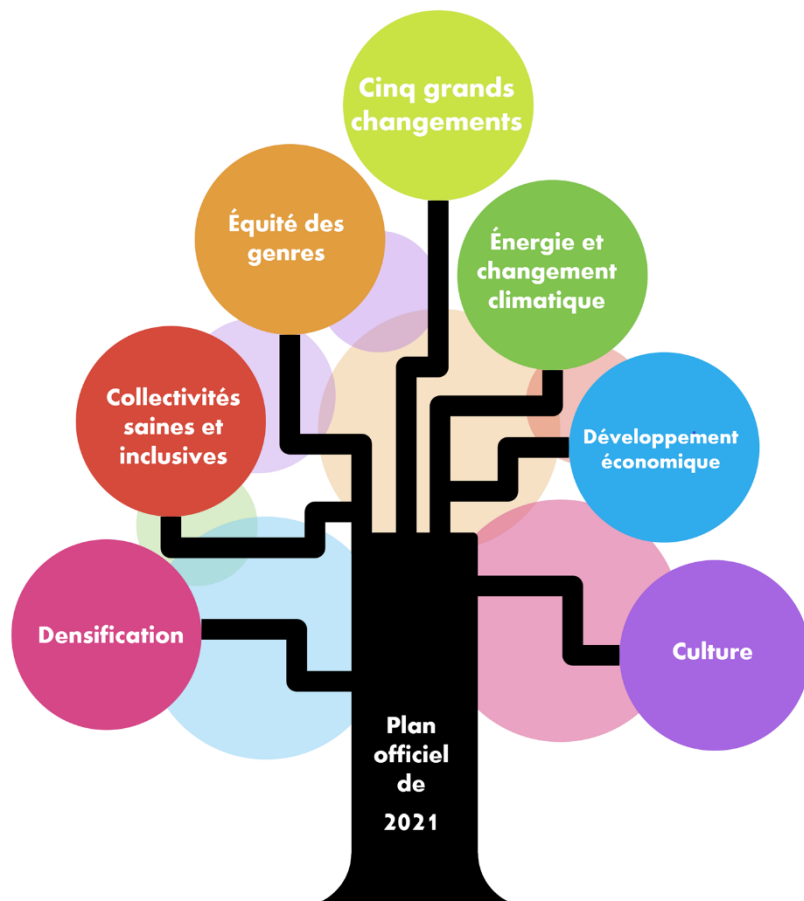


Figure 6 Les Cinq grands changements et les questions transversales du Plan officiel

1.5. Gestion de la croissance

Les projections de croissance du nouveau Plan officiel ont été adoptées par le Conseil municipal en décembre 2019. D'ici 2046, Ottawa devrait, selon ces projections, avoir une population de 1 409 650 habitants, en plus de réunir 590 600 ménages et 827 000 emplois. Depuis 2018, cette croissance se chiffre à 402 150 habitants, 194 800 habitations et 189 500 emplois. La Ville a mis au point une stratégie de gestion de la croissance afin de déterminer les secteurs dans lesquels cette croissance se déroulera à Ottawa.

La Stratégie de gestion de la croissance du nouveau Plan officiel a été présentée en deux phases.

La phase 1 portait sur l'adoption, en mai 2020, du Rapport sur la gestion de la croissance 1, qui constitue une approche scénarisée pour la répartition de la croissance résidentielle urbaine jusqu'en 2046 et qui comprend les critères adoptés pour la sélection des terrains de l'expansion résidentielle urbaine. Le Conseil municipal a adopté le scénario équilibré, qui prévoit des cibles de densification supérieures à celles de la version actuelle du Plan officiel, de sorte que la majorité de la croissance du secteur urbain se déroulera grâce à la densification et que l'on consacra, dans l'expansion urbaine, en ajoutant 1 281 hectares de terrains d'expansion urbaine aux nouveaux quartiers sur des parcelles de terrain n'ayant jamais été aménagés afin de répondre à l'exigence du gouvernement provincial d'assurer une offre de terrains sur 15 ans.

La phase 2 a porté sur l'adoption, en février 2021, du Rapport sur la gestion de la croissance 2, qui comprenait des recommandations sur les secteurs dans lesquels l'expansion urbaine se déroulera pour permettre d'aménager les nouveaux quartiers sur des parcelles de terrain n'ayant jamais été aménagés. Le personnel de la Ville a recommandé des parcelles de terrain représentant 1 011 hectares et trois options pour déterminer les secteurs dans lesquels pourraient être aménagés 270 hectares supplémentaires, ce qui représente une expansion totale de 1 281 hectares dans les nouveaux quartiers.

Les modifications apportées par le Conseil municipal aux recommandations du personnel sur les parcelles destinées à l'expansion des nouveaux quartiers consistaient entre autres à remplacer certains terrains recommandés pour une nouvelle collectivité que l'on propose d'appeler « Tewin ». La collectivité de Tewin, qui s'étend sur une superficie de 445 hectares, à ajouter au périmètre urbain d'Ottawa, sera, de concert avec d'autres terrains sélectionnés par le Conseil municipal, soumise à une série d'exigences avant d'approuver les travaux d'aménagement.

Le Conseil municipal a également effectué une substitution qui a eu pour effet de transformer 144 hectares de terrains urbains situés à l'est de Riverside-Sud et non loin de la station Bowesville projetée de l'O-Train. Ces terrains constituent une zone de ressources agricoles dans l'étude de 2016 pour l'évaluation des terrains et l'examen des secteurs (LEAR). Une évaluation préliminaire du propriétaire foncier pour étayer la redésignation de la zone de ressources agricoles a été déposée à la fin d'août 2021 conformément à la demande du Conseil municipal dans une motion adoptée. Selon la conclusion de cette évaluation, les terrains n'étaient plus en production agricole et il a donc fallu leur attribuer une note inférieure à la note seuil pour la désignation des

terrains de la zone de ressources agricoles. Ce résultat n'a pas pu être corroboré par le personnel, qui a observé, dans les photos aériennes, que les terrains étaient, encore en 2019, en production agricole active. Le Conseil a décidé d'ajouter ces terrains au périmètre urbain parce qu'ils sont très proches d'une station de transport en commun rapide en construction au moment d'écrire ces lignes.

Le nouveau Plan officiel prévoit une série de politiques de « contrôle », qu'il faut appliquer avant d'aller plus loin et qui portent sur l'aménagement des terrains ajoutés dans le secteur urbain, en faisant appel à une zone sous-jacente de quartiers projetés. Cette zone sous-jacente interdit d'enregistrer ou d'approuver provisoirement les nouveaux lotissements tant que les exigences de la zone sous-jacente ne sont pas satisfaites. Pour la plupart des collectivités nouvelles, il s'agira de la source de financement approuvée par le Conseil municipal pour les infrastructures (aqueduc, eaux usées et égouts pluviaux), les transports en commun et les routes (dont les trottoirs et les infrastructures cyclables) nécessaires dans les cas où les terrains ne font pas partie de l'aire de desserte d'une station de transport en commun existante. Outre ces exigences, une deuxième catégorie s'applique expressément à la collectivité de Tewin et comprend les exigences liées à la création de cette nouvelle collectivité. Ces exigences sont précisées dans l'appendice 10 du Plan officiel.

La phase 2 RU Rapport sur la gestion de la croissance prévoyait aussi une stratégie foncière à vocation industrielle et logistique. Cette étude comportait un examen complet des pôles d'emploi de la Ville et le budget foncier des travaux industriels et logistiques projetés jusqu'en 2046 dans le nouveau Plan officiel. Environ 73 % des emplois projetés liés à l'industrie seront offerts sur les terrains industriels et logistiques urbains inoccupés et existants et 27 % le seront sur les nouveaux terrains industriels urbains inoccupés. Les nouveaux terrains industriels et logistiques urbains représentent une superficie totale de 140 hectares et se trouvent sur le chemin Carp, au sud de l'autoroute 417 dans Stittsville, et le long du chemin Borrisokane, au nord-est de l'autoroute 416 et du chemin Barnsdale à Barrhaven. Une superficie supplémentaire nette de 49 hectares de terrains industriels de la zone rurale est recommandée le long de l'autoroute 417 à l'angle du chemin Boundary et le long de l'autoroute 416, à l'angle du chemin Fallowfield.

1.6. Changements apportés au Plan après sa publication en novembre 2020

Depuis la publication, en novembre 2020, de la première version provisoire publique du Plan officiel, nous avons reçu, dans le cadre des consultations, un nombre sans précédent de commentaires. Le recours à des moyens numériques de communication a permis à de nombreux résidents d'entendre directement les propos du personnel des

Services de planification dans les différentes présentations qui ont porté sur les quartiers, sur les transects et sur certains enjeux.

Le personnel a reçu par correspondance les commentaires des résidents, ainsi que les mémoires détaillés de l'industrie de la construction domiciliaire et de différents groupes représentant les associations communautaires, le public et différents groupes d'intérêt. Les mémoires ont été codés par sujet et transmis à tous les auteurs des politiques du Plan officiel pour réponse et suite à donner, dans les cas nécessaires.

Les nombreux commentaires publics qui nous ont été communiqués sur la version provisoire de novembre 2020 ont donné lieu à des changements importants, afin de préciser et de nuancer ou, dans certains cas, de réviser l'orientation du Plan officiel. Les changements ont entre autres consisté à remplacer les exigences de la densité minimum par des cibles dans les quartiers, à simplifier le système des zones sous-jacentes en maintenant leur orientation pour la forme urbaine et à réinstaurer certains plans secondaires ou à conserver certaines politiques destinées à l'origine à être éliminées.

1.7. Prochaines étapes

L'approbation du nouveau Plan officiel est en fait la première étape de la mise à jour des différents documents sur les politiques et des processus, en plus de préconiser les moyens grâce auxquels la Direction générale de la planification, de l'infrastructure et du développement économique et d'autres directions générales serviront la Ville.

La Ville doit mettre à jour le Règlement de zonage pour mettre en œuvre les politiques du nouveau Plan officiel dans les trois années de la date de l'approbation du Plan. Les travaux préparatoires portant sur ce plan sont déjà lancés, et dans la foulée de l'adoption du nouveau Plan officiel, une vaste équipe pluridisciplinaire accélérera les travaux consacrés au nouveau Règlement de zonage.

Le nouveau Plan officiel définit et oriente également un nombre considérable de projets. Lorsque le Plan aura été approuvé, on achèvera le Plan directeur des transports et le Plan directeur de l'infrastructure, qui permettront tous deux d'établir des priorités pour les transports et les infrastructures d'après les politiques-cadres, les projections de croissance et les secteurs d'expansion du nouveau Plan officiel, dans la foulée de l'approbation du Plan officiel. Les autres grands projets consistent à créer de nouveaux plans secondaires pour les zones majeures de station de transport en commun, à modifier les processus pour étayer la densification des quartiers et à mettre au point un Règlement de zonage inclusionnaire. En misant sur les politiques essentielles du nouveau Plan officiel, une étude des quartiers du quart d'heure permettra d'évaluer qualitativement les quartiers, afin de connaître les améliorations que l'on pourrait

apporter pour promouvoir les objectifs du Plan officiel. Le document 11 dresse la liste complète des projets de mise en œuvre découlant du Plan officiel.

1.8. Répercussions financières

Ce rapport n'a pas de répercussions financières directes. La version révisée du Plan officiel viendra éclairer l'élaboration du prochain Plan directeur de l'infrastructure et du Plan directeur des transports (y compris le Plan de transport actif). On évaluera l'abordabilité de ces plans dans le cadre des Plans financiers à long terme révisés pour la fiscalité, les redevances et les transports en commun afin de s'assurer que dans l'ensemble, les plans de fonctionnement et d'infrastructures de la Ville sont abordables et financièrement viables à terme. Les plans abordables contribueront aussi à l'élaboration des études projetées sur le contexte des redevances d'aménagement.

BACKGROUND

1.9. Ottawa's Official Plan – Continuing a history of big moves

The 2021 Official Plan is the first entirely new City of Ottawa Official Plan since amalgamation, based on policies that are forward-looking to 2046. While new, the document continues the evolution of the city's plan for land use, mobility, culture and economy. In particular, the new Official Plan advances concepts and considerations found in the existing Official Plan and continues building on ideas and directions begun decades ago.

As shown in Figure 1, the 2021 Official Plan continues a forward trajectory based on the evolution of social, cultural and technological currents, economic growth and city building that can be traced to the concepts introduced by the Gréber Plan as well as even older plans. In this report we have called the 2021 Official Plan a milestone plan. Milestone plans advance the city's planning in a significant direction (or directions) rapidly based on the challenges and opportunities the city has faced. These milestone plans continue a pattern of sophistication and maturation of Ottawa as we become, even more, a world city.

Figure 2 in the executive summary briefly describes a number of these milestone plans and their 'big moves' that gave direction to the growth of the city in their time and are at the root of several policies and directions in the new Official Plan.

1.10. Preparation of the New Official Plan

This report is the culmination of a series of reports and staff directions that have previously been adopted by Committee and Council. It concludes the new Official Plan project and begins the dialogue with the community and Council that will ultimately

conclude with a new Comprehensive Zoning By-law in 2024. A timeline of the new Official Plan project is found in Table 1 below.

Table 1: Timeline of the Preparation of the New Official Plan

January 2017	Official Plan amendment 180 is adopted by Council: commits the city to prepare a comprehensive review; adoption of a growth policy to set a 2046 growth target with growth assigned to complete the existing suburbs and consider the creation of a new community.
January 2019	Release of the discussion paper 'Ottawa Next: Beyond 2036'
March 2019	Launch of the New Official Plan project <ul style="list-style-type: none"> • Open house • Discussion papers in 9 policy areas
August 2019	The Five Big Moves document identifies area of significant policy change for the new Official Plan: <ol style="list-style-type: none"> 1. Growth: Achieve, by the end of its planning period, more growth by intensification than by greenfield development. This growth will provide a variety of affordable housing options for residents. 2. Mobility: By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation. 3. Urban Design: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small. 4. Resiliency: Embed public health, environmental, climate and energy resiliency into the framework of our planning policies. 5. Economy: Embed economic development into the framework of our planning policies.
December 2019	Preliminary Policy Directions Report <ul style="list-style-type: none"> • Report issued under Section 26 of the <i>Planning Act</i> officially begins the formal process for review and preparation of a new Official Plan.

	<ul style="list-style-type: none"> • Provides detailed policy ideas for the New Official Plan, building on the Five Big Moves • Council adopts population and employment growth projections to 2046
May 2020	<hr/> <p>Growth Management Report I</p> <p>Council adopts the Balanced growth scenario which accommodates 51 per cent overall of residential growth through intensification, with an intensification target that increases to 60 per cent in the 2041 to 2046 period.</p> <ul style="list-style-type: none"> • 1,281 hectares of land identified as needed for new neighbourhoods • A range of 69 to 369 hectares of land identified as needed for industrial expansion • Council passes motion to exclude agricultural lands
November 2020	<hr/> <p>Draft New Official Plan released for consultation</p> <ul style="list-style-type: none"> • Release of the draft New Official Plan is followed by a technical circulation, 21 one-pagers and feedback forms, and over 40 public meetings attended by over 3,500 people and organizations
February 2021	<hr/> <p>Growth Management Report II</p> <ul style="list-style-type: none"> • 1,281 hectares a of rural lands added to the urban boundary including 445 hectares in the new Tewin community • Through motions, Council adds some agricultural lands for employment and future neighbourhoods (subject to agricultural impact assessment)
August 2021	<hr/> <p>Revised new Official Plan is released with changes since November highlighted in text.</p>
September 2021	<hr/> <p>Public open house</p> <hr/>

October 2021	Statutory Public Meeting and consideration by Joint Planning and Agricultural and Rural Affairs Committees and Council
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Q1 2022 (anticipated)	Ministerial approval – new Official Plan is in full force and effect
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1.11. Engagement and the Official Plan

Through more than 140,000 engagements with residents over 150 activities, the new Official Plan received an unprecedented volume of input. The extensive feedback has provided a fulsome understanding of community views throughout each phase of development for the New Official Plan.

Staff worked with the Province throughout preparation of this new Plan. Document 3 provides a table of comments on the November draft of the Official Plan from the province and responses from City staff.

Staff are recommending that Joint Committee and Council receive and accept the As We Heard It report outlining engagement on the New Official Plan. This report is attached as Document 1.

DISCUSSION

In this report, City staff are recommending that Committee and Council adopt the New Official Plan. This plan includes three volumes including schedules, appendices and annexes, as well as revised or new secondary plans.

An Official Plan is the City's primary document to guide planning for growth and redevelopment. New Official Plans have often been prepared when milestone decisions are made in the city's history of growth and development. How we have reached the milestone of a new Official Plan is as much a direct result of the city's long-term trajectory of growth and development, as it is a product of the vision of this Council and previous Councils, and an extraordinary dialogue with the public. This new plan will guide growth and redevelopment for the next 25 years and set the stage for Ottawa to become a world city with a population of 2 million people by the end of the century.

This new Official Plan advances the sophistication, ambition and range of considerations that may be dealt with in city planning activities and also the relationship between the Official Plan and other Master Plans such as the Transportation and Infrastructure master plans. Under this plan, development design and configuration will be based on context through the use of a transect model. In this model, land use decisions and zoning of an area will reflect whether the lands are located within one of 6

concentric policy areas: the Downtown Core, Inner Urban, Outer Urban, Greenbelt, Suburban, or Rural transects.

These advancements have been made possible through extensive and on-going dialogue with the public, stakeholders, our conservation partners and Provincial ministries.

The new Official Plan describes its milestone foundations as the Five Big Moves. The new plan also includes milestone new directions as 'cross-cutting issues' for intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

The new plan is based on the requirements of the provincial *Planning Act* and, for matters of provincial interest, the Provincial Policy Statement (2020). Following approval, the new plan will guide other City master plans to ensure that services such as water, transit, roads, parks and greenspace are expanded, maintained and enhanced to support city growing and new neighbourhoods.

A number of key issues addressed in the Official Plan are outlined in the subsections below, along with a discussion of how this plan advances, or newly introduces, these considerations into planning practice in Ottawa.

1.12. The Five Big Moves

In preparation for the Official Plan, Council adopted a series of significant policy directions or 'big moves' as the central goals for the comprehensive update of the Official Plan. The Five Big Moves collectively represent the guiding vision en route to Ottawa becoming the most liveable mid-sized city in North America. Throughout the life of this Official Plan, the Five Big Moves will serve as essential touchpoints in policy development and in the evaluation of future amendments to the Plan. In no specific order the following paragraphs describe each of the Five Big Moves.

- 1) **Growth:** The Official Plan, through the Growth Management Strategy, has committed to accommodating more growth through intensification than development on new 'greenfield' areas by 2046, with 60 per cent intensification by that period. What this means is that more growth of population and dwellings will occur in existing developed areas than in rural areas that must be urbanized at the fringe of the city.
- 2) **Mobility:** By the end of the time span of the Official Plan (2046) the Plan commits to more trips by sustainable transportation means, than by private cars. To achieve this, the Plan contains detailed policies to advance active and sustainable transportation modes and links the achievement of these

transportation objectives with policies that guide the way the city grows such as those that direct for the development of 15-minute neighbourhoods. At the root of this strategy, the Official Plan calls for the urban areas and villages of Ottawa to become defined by proximity rather than distance, so that a much greater share of trips can be made on foot or by active transportation, and the need to travel by private vehicle is minimized. As it informs ongoing work in the Transportation Master Plan, these two documents, regulating land-use and transportation, will work together to achieve better mobility options for residents. Improving connections between transit and active transportation networks like bike lanes, and prioritizing active transportation infrastructures overall, will help to create a denser, walkable city, characterized as a city of proximities (to the things we need) rather than one of distances (to be overcome).

- 3) **Urban Design:** Crucial to a liveable city is ensuring that buildings feature quality design, are accessible and attractive, and make a positive contribution to their street and neighbourhood. The commitment in the Plan to Urban Design is important to achieving a high level of intensification (Big Move #1) as well-designed sites and the buildings on them, help make the case for intensification, demonstrating to communities that intensification can be done in a sensitive manner that benefits a street and community. Further, commitments to a high standard of design in prominent areas like Special Districts identified in the Plan, elevate the stature of Ottawa to become better-known worldwide as the dynamic, attractive and liveable capital city of Canada.
- 4) **Resiliency:** For the first time, the Official Plan recognizes the Climate Crisis and our urgent societal need to reduce, and eventually eliminate, carbon emissions locally through the land-use policies set forth in the Plan. Minimizing land use impacts, such as by constraining sprawl, planning more efficient transportation networks and prioritizing sustainable transportation modes, the Plan creates policies that bring environment, climate and health considerations to the forefront of planning practice in Ottawa. This Plan also recognizes the important role of the built environment on people's health and well-being and their ability to thrive and integrates health as a foundational concept. The health imperative has been amplified by the pandemic, as walkable and sustainable neighborhoods have become even more vital in dealing with such a major disrupter. A concerted effort to sustain healthy, inclusive and walkable 15-minute neighbourhoods through the commitment to creating a diverse land-use mix, including housing, services, schools, and greenspaces, the Plan will sustain a resilient and adaptable city. These policies throughout the Plan support the aims of the Climate Change Master Plan and its target of 100 per cent reduction in greenhouse gas emissions

by 2050. Other important policies prepare the City for more extreme, unpredictable, and varied climatic events due to climate change, to make us a more robust and resilient city that is adaptable to uncertainties.

- 5) Economy: The Official Plan tackles economic development and prosperity at every scale.

At the big-picture scale, it positions Ottawa (and the Ottawa-Gatineau region) as the central partner within the GTA-Ottawa-Gatineau-Montréal Mega-Region, Canada's most populous and significant economic corridor, and sets the stage for a concerted strategy across the Mega-Region over the decades to come, within which Ottawa (and the greater region, in partnership with Gatineau) can seek to carve out additional economic sectors of activity or specialization. At the city scale, the OP establishes a strong relationship between land-use planning and economic development. An effective, adaptable and contemporary land use system supports economic development as businesses are attracted by a regulatory environment that supports, rather than hinders, adaptation and evolution by businesses. In a city with a disproportionate number of high-skilled jobs, maintaining an attractive city with a high quality of life is also essential to attract and retain new enterprises and their skilled workers. The new Plan supports business in this way by sustaining the liveability of the city, embedding commercial activity close to where people live (15-minute neighbourhoods), but also through regulatory changes such as the creation of a 'Community Planning Permit' system to benefit businesses with a new flexible and streamlined approach to planning approvals.

At the smaller scale, the OP's support for creating 15-minute neighbourhoods opens the door for the incubation of new small, local-serving businesses and services throughout the urban area and in villages, with much more flexibility from a land-use planning standpoint.

1.12.1. Cross-Cutting Issues

Some planning issues and directions span multiple thematic sections of the Official Plan, and sometimes bridge different City policy documents and Master Plans together around common goals. The Official Plan identifies six 'cross cutting issues', each with multiple objectives implemented through policies throughout the Plan.

Figure 3 provides an illustration of the cross-cutting issues, and their objectives. In the text of the Official Plan, some policies that relate to each cross-cutting issue are indicated visually through icons coinciding with each issue, spread throughout the Plan.

The cross-cutting issues provide strategic direction for a number of the more complex land use planning issues addressed in the plan.

Intensification

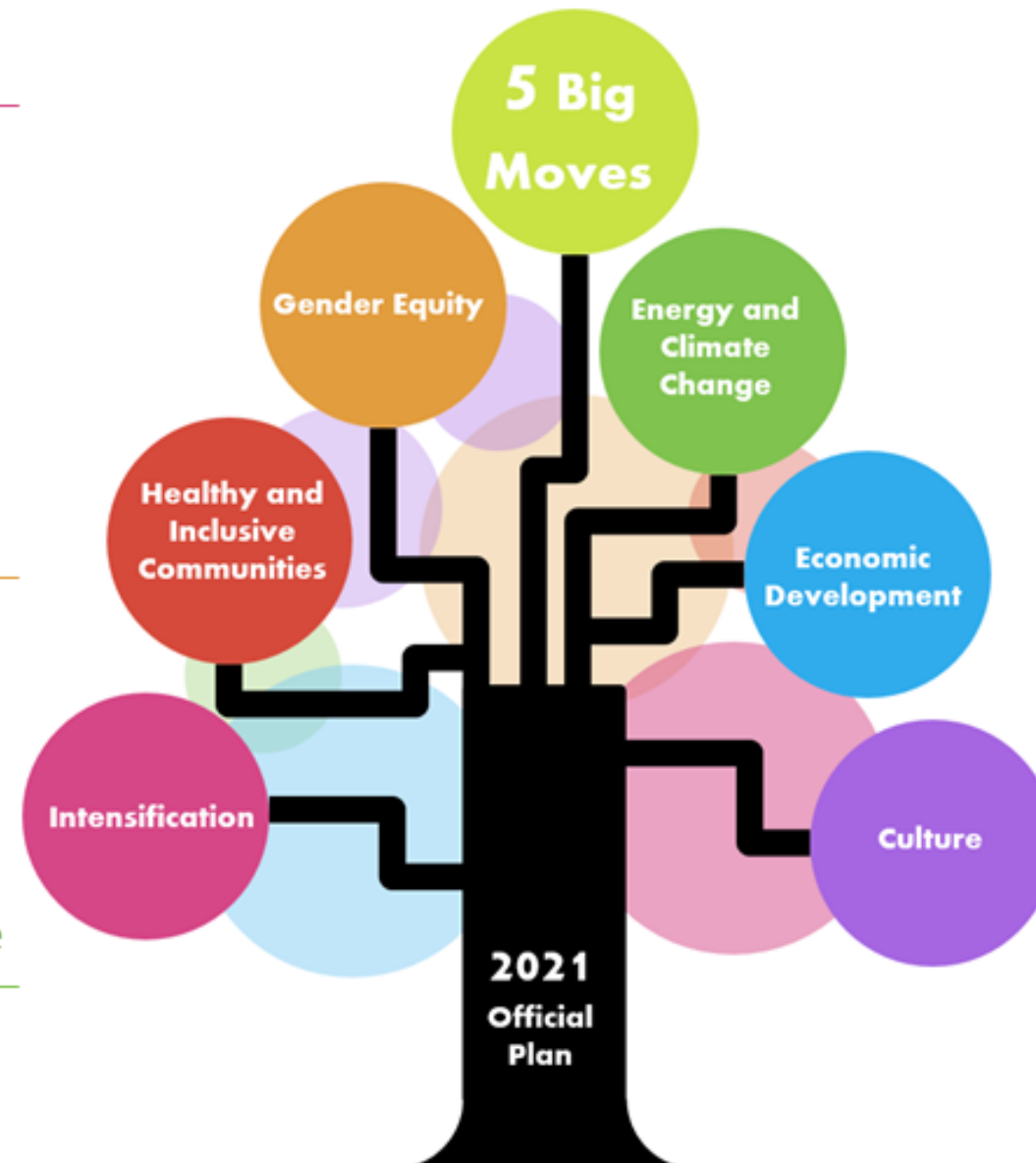
- Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods
- Provide housing options for larger households
- Improve public amenities and services

Gender Equity

- Meet the housing needs of women
- Improved mobility options for women
- Improved access to amenities

Energy and Climate Change

- Plan a compact and connected City
- Apply sustainable and resilient site and building design
- Prioritize a shift to energy efficient transportation modes
- Enable the use of local renewable energy sources
- Reduce the urban heat island effect
- Build resilience to future flood risks and increased stormwater runoff
- Protect trees, wetlands and other natural areas and use nature-based solutions
- Enable sustainable local food production



Healthy and Inclusive Communities

- Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities
- Build accessible, inclusive communities, and design for all ages, including children and older adults
- Promote health through sustainability
- Advance human health through decision-making on the built environment

Economic Development

- Enhance Ottawa's high quality of life to attract a skilled workforce and businesses
- Accommodate growth of post-secondary educational institutions (PSIs) and hospitals
- Direct major employment to Hubs, Corridors and Special Districts
- Integrate economic activities with residential and other land uses
- Create conditions for small-business growth
- Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses
- Support growth of economic generators through Special District Policies
- Protect locations for activities related to goods movement including freight, storage and logistics
- Support rural economic development

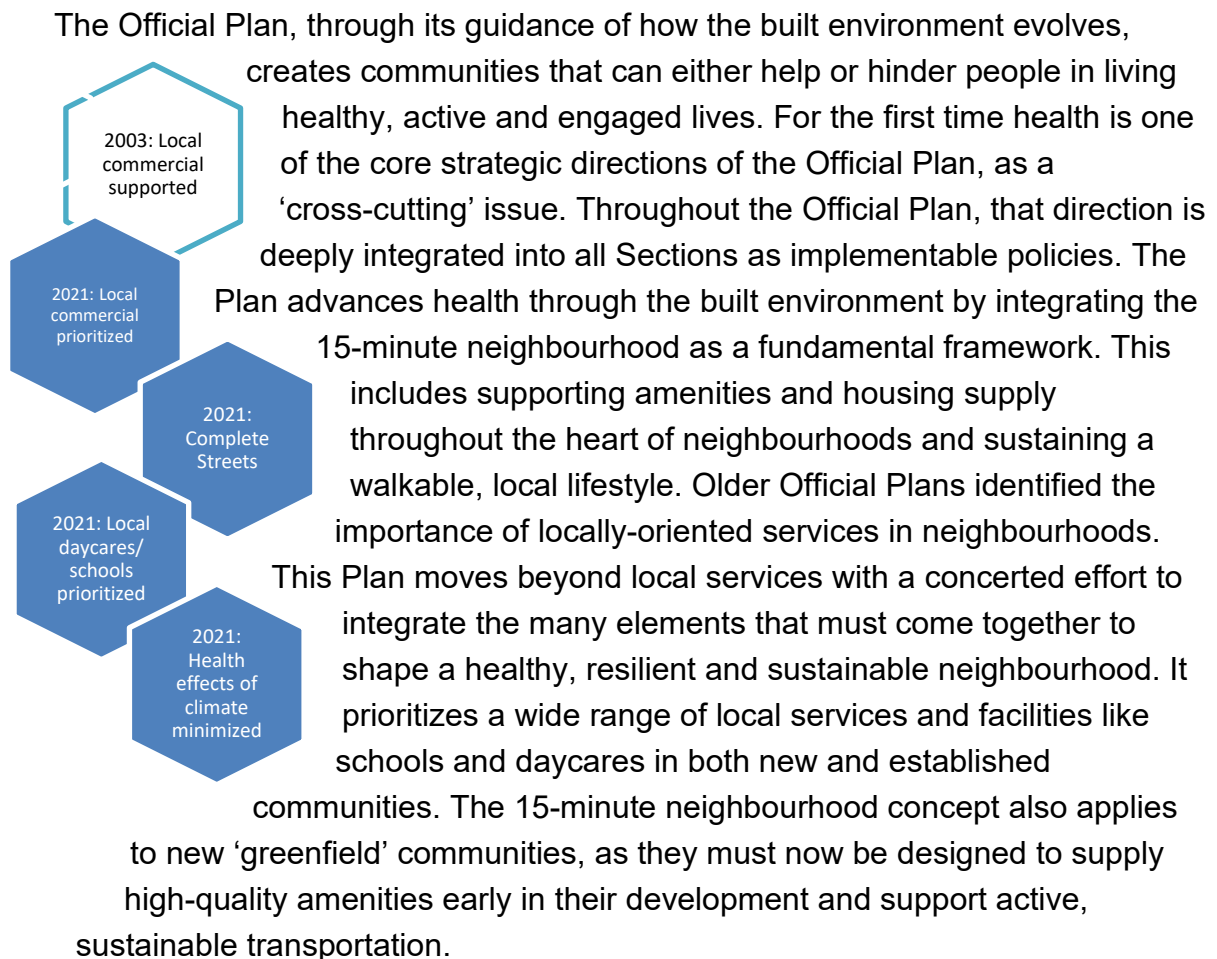
Culture

- Create spaces and places for culture to live, grow and innovate
- Reinforce neighbourhood and place identity through architecture and urban design
- Promote the arts as an important element of placemaking
- Strengthen the economic impact of the creative and cultural industries

1.12.2. Comparison: 2003 to 2021 Official Plan Advances

The summary below highlights the innovations found in the new Official Plan. Many of these advancements build on the long history of planning ideas in Ottawa, but are also rooted in, and move beyond, concepts introduced in the previous Official Plan adopted in 2003. It is important to note that the five subject areas below represent a mixture of the strategic directions and Five Big Moves of the plan. These areas are highlighted because they illustrate the continuity and advancement of concepts in the new Official Plan, building on the direction, experiences, and knowledge of the past (see Section 2.0 Background).

#1 Healthy and Inclusive Communities:



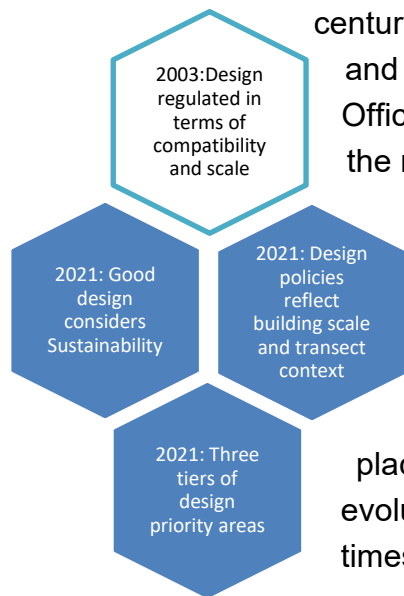
The 15-minute framework and health perspective of the Official Plan is used to advance a broad range of other objectives: supporting equity in our neighbourhoods, sustainable mobility and urban design goals, and the necessary amenities to sustain the intensification targets set in the Official Plan. The Official Plan also identifies and seeks to address spatial disparities, such as how more marginalized neighbourhoods often have less public and private amenities and good infrastructure, as well as broader

equity considerations, through targeted policies. One way the Plan addresses this is through policies prioritizing active transportation facilities near schools. This supports residents' health, by making healthy active transportation an easier and safer choice for children and reinforces the 15-minute neighbourhood with people able to live more active, local lives.

The Plan also provides policies to lessen the impact of climate change and extreme weather on the public realm and public spaces, noting the potential impacts these events can have on health, particularly for lower income or more vulnerable residents. Policies directly address the urban heat island effect, building resiliency in the built environment and our population, and supporting our communities as places for social connection, physical comfort, and health.

#2 Urban Design:

The new Official Plan identifies advancing the sophistication of urban design as one of the 'Big Moves' of the Plan. Older plans carried with them the legacy of mid-20th



century planning which was based on land-use segregation, and the current OP emphasized guidelines to support Official Plan policy calling for high-quality design. In contrast, the new Official Plan does the following:

Bases policies on built form and context: Policies are now written into the Official Plan to guide the evolution of the city not in terms of land use separation, but rather, in terms of land use integration as part of an evolution of built form and placemaking, from suburban to urban, and anticipates this evolution to take place in different ways and at different times based on existing context.

The new OP addresses different scales of development, and the technical work that accompanied the growth management strategy discussed new residential typologies that can help evolving areas integrate more housing units within buildings that blend in well with established neighbourhoods. The revamped urban design section establishes policies and objectives for low-, mid- and high-rise buildings that suit the scale of development proposed, as well as the intended form and site design based on the transect context.

Creates Tiers of Design Priority Areas: The Official Plan identifies three categories of 'Design Priority Area' where excellence in building design is emphasized, based on the international, national or local stature of the area. These

areas are also identified for enhanced public realm investment and maintenance standards. This will enable the city to require design standards that fit the scale of a development proposal, but also the relative prominence of a site.

Promotes sustainability: The Official Plan now contains policies that emphasize sustainable design interventions in building design, elevating the importance of sustainable design, and connecting features such as green roofs, as positive design elements and also important contributors to a resilient and climate-adapted city. The Plan also calls for establishment of ‘complete streets’ where street space is reallocated to people from vehicles, to support a vibrant and safe public realm for people.

#3 Climate Resiliency:

The new Official Plan identifies climate and resiliency as one of the broad strategic cross-cutting issues. The existing Official Plan considered climate change through necessary adaptations to a changing climate, as one of twelve sustainability directions.

The new Official Plan advances our planning for resiliency by also considering mitigation along with adaptation to a changing climate. Climate is built into each section of the Plan. Climate-mitigating policies are found in land-use policy, policies promoting sustainable and energy-efficient transportation, and localized electrical production. In a further advancement from prior Official Plans, the efficacy of policies in support of greenhouse gas reductions, will be part of the monitoring framework developed for the new Official Plan.

#4 Market-Affordable and Affordable Housing:

The new Official Plan supports providing new housing that is more-affordable to a broad range of residents across the city. Tools have been included in the plan that support those in greatest housing need, as well as those able to afford housing on the open market. For greatest affordability, important policy tools include: policies to permit inclusionary zoning, new policies for the protection of renters in the case of conversion or redevelopment, and a new prohibition on zoning provisions that limit where certain forms of communal housing can be established, and effectively, where people who need to reside in those housing types can live. Further, housing policies of the Plan coordinate with the City’s 10-year Housing and Homelessness Strategy by establishing targets for affordability of market and non-market forms of housing.

In terms of market affordability, the new Official Plan makes use of the greatest and most effective tool in the hands of the municipality in order to rebalance the

supply-and-demand equation that leads to price escalation: it provides for theoretical supply that goes significantly beyond the projected demographic need, through new Hub and Corridor designations, the introduction of Transect policies and the Evolving Overlay, the introduction of density targets for Neighbourhoods and the introduction of policies that consider additional development permissions where certain preconditions and site circumstances exist (notably on wide Mainstreets). It also acknowledges that “affordability” for a household budget is not strictly limited to the cost of housing, but also includes the cost of transportation to and from that housing. Therefore, the strategy to grow the City along a 15-minute neighbourhood model is aimed at reducing the budget hit on households caused by the need to own and operate private vehicles for a majority or totality of the trips they need to make.

Official Plan policies also support the local home-building industry as they seek to provide new and innovate forms of housing, with policies that will reduce costs by streamlining planning processes for developments that fully meet the policy intent of the Plan. This will help reduce the costs for the type of developments the Plan calls for, which typically are costs that are passed on to buyers or renters and provide a faster path to developments that fully implement the Plan’s intent, thus making market-affordable housing, more affordable.

#5 Gender Equity Considerations:

As another of the cross-cutting issues, gender equity was as a key consideration in writing the Plan. Policies throughout have been drafted and reviewed through a gender lens. This is a new consideration in an Official Plan in Ottawa, and will help support planning decision-making, policy development, and process changes. For example, the gender lens has been applied to how consultation is conducted, with a new focus on more actively seeking input from women and gender diverse people who may be underrepresented in current processes. In the development of new secondary plans after the new Official Plan, policies direct to provide opportunities for local childcare resources, also in support of 15-minute neighbourhoods. Many policies, while not directly referencing gender, have been informed by this innovative lens and cross-cutting issue in the Plan. For example, policies prioritizing safety for more vulnerable transportation modes (walking and cycling) will have a particular benefit to women and children. The reality is that a greater proportion of women travel by walking and transit and are disproportionately impacted by the lack of safe and convenient sustainable transportation modes, and this policy while nominally about ‘mobility’ was written through the gender lens of the plan.

1.13. The Transect Official Plan

The new Official Plan has been structured using the transect model, which divides the city into concentric zones from the densest urban to the rural. Each transect area represents a distinguishable context in terms of era of development and typology of settlement and helps understand each area in terms of where it finds itself in the continuum of development. The 2003 Official Plan established many different designations for lands across the city, such as, the general urban area, traditional and arterial mainstreets, and the general rural area. In that older model, a 'general urban area' parcel of land in the suburbs would have similar policies applied to it as a property in the downtown of the city. Policies therefore lost out on the ability to more closely reflect local context, which the transect model now addresses.

There are six transects identified in the city:

1. Downtown Core
2. Inner Urban
3. Outer Urban
4. Suburban
5. Greenbelt
6. Rural

The transects have been defined along a continuum from the densest urban area (Downtown Core) to the least dense (Rural area). Through the life of the new Official Plan, the form (height, density, massing, and relationship to public space and abutting parcels) of development will be based on the context within the transects, proximity to transit service level, and where applicable, an evolution from suburban to urban.

The boundaries of the Transect areas were the subject of much discussion in the consultation of the draft new Official Plan. This discussion yielded some important refinements to the transects based on public input in both policy and in delineation of the transect areas. The policy goals for each of the transects is elaborated upon in the following paragraphs.

Downtown Core:

The Downtown Core is already a highly-integrated, mixed and diverse urban area of the city; the plan reinforces this and tailors policies to ensure the continued improvement

and success of the Downtown Core as a fully urban area of the city, by mandating an urban form of development and site design for all development and redevelopment.

The Downtown Core transect recognizes the contemporary, accepted boundaries of the urban heart of the city, which are much broader than those of the old Central Area designation that originated in the late 1960's. It includes the central business district and the downtown neighbourhoods of Centretown, Golden Triangle, Chinatown, Little Italy, Lowertown, Sandy Hill and the northern end of Old Ottawa East, and provides policies to direct the emergent areas of LeBreton, Bayview and the Ottawa River Islands, as well as the Corso Italia Station area, rounding out the core of the city and increasing its population to solidify its critical mass as an essential precondition for the range of services and amenities needed to sustain downtown as a liveable community of fully walkable 15-minute neighbourhoods.

The downtown is the most dense and best transit serviced zone of the city. The Downtown Core transect also provides for the continued vibrancy of the Downtown as a place for arts, culture and nightlife, supporting the businesses that make it an exciting place to be, and that have suffered disproportionately during the COVID-19 pandemic.

Inner Urban Transect:

The Inner Urban transect includes many areas that exhibit the features of well-functioning 15-minute neighbourhoods. Many of these areas, like the Glebe, New Edinburgh and Wellington West, developed before the widespread use of the automobile, and as a result, are tight-knit and feature a range of services, parks, and schools, with a vibrant public realm. Well-supported by transit, people are able to function without a private vehicle for many of their needs. Because of the location, features and desirability of the area, the Inner Urban transect has experienced pressures from development and infill and is one of the key areas where climate and resiliency policies like those to minimize the urban heat island effect, and maximize the 40 per cent tree canopy target, are of especially great importance.

The Inner Urban area is mostly urban in its built form but has some remaining suburban sites or sections. Given the centrality of this area, its position in relation to the rapid transit system, and its ability to fully function as a fully urban community of neighbourhoods, effectively expanding the geography of the city in which everyone can easily function on foot, the Plan's policies are aimed at preventing inappropriate forms from being developed and guiding infill, redevelopment and new development towards fully urban forms. It is important to note that this does not imply the sacrifice of green space or the tree canopy – all the contrary. The Plan has strong new policies to protect and improve the urban tree canopy.

Outer Urban Transect:

The Outer Urban transect captures neighbourhoods inside the Greenbelt built rapidly in the post-war period to provide housing for a rapidly expanding population. The Outer Urban area is mostly suburban in its built form and community layout but includes some grid-based neighbourhoods in former Nepean that make the transition to the 15-minute neighbourhood model much easier. It contains several neighbourhoods that are at an age and stage of evolution at which their building stock will significantly turn over during the life of this Plan. Similarly, existing piped infrastructure and stormwater management facilities are at an age, and exhibit characteristics, that will cause the City to need to reinvest in these during the life of this Plan.

These neighbourhoods were originally peripheral to the built-up area at the time they were developed but are today much more central and very well positioned in relation to the significant investment in rapid transit being made by the City as part of current Stage 2 O-Train construction and upcoming Transitway investments. The Plan anticipates, therefore, that the next 25 years will be a time of change for these neighbourhoods. Many of them were originally built with extremely low densities that can no longer be sustained in relation to the levels of municipal services being provided to them, or sought by today's residents; most of these neighbourhoods have experienced significant de-population from the time of their original development, but in many cases retain levels of service in parks and community facilities that are commensurate with much greater populations; and are characterized by land-use segregation, long distances and automobile dependency.

This Plan begins the process of gradually evolving those neighbourhoods into more fully urban and mixed communities and seizes the opportunity to open permissions for a much wider range of housing choices, given their location in relation to downtown and the transit network, to address the mounting housing crisis that the City needs to address. The use of the Evolving Overlay in proximity to Hubs and Corridors signals an intent to guide an orderly change in character that will feature denser and more mixed development but remain scaled to, and well-integrated with, the existing neighbourhood fabric.

Greenbelt Transect:

The Greenbelt Transect is comprised of lands mostly owned by the National Capital Commission. These lands are primarily used for rural-type functions including agriculture, and conservation uses of natural lands. Select Federal institutions have an existing presence on these lands, such as the Department of National Defense and the City will continue to coordinate the land use planning of the greenbelt with the NCC.

Suburban Transect:

The Suburban Transect includes the original ‘satellite’ communities of Orléans, Kanata and Barrhaven, and later additions of Riverside South and Leitrim and will be the location for many new neighbourhoods including the Tewin community. The Suburban area is entirely suburban in its layout and built form, and its building stock is too recent to be expected to change significantly during the life of this Plan – although, if such change were to happen, it would be encouraged, and the Evolving Overlay is applied in proximity to Hubs and Corridors to signal this encouragement.

The Plan’s policy aim for the suburban Transect is three-fold: first, introduce new Minor Corridor designations to signal the locations at which the elements of 15-minute neighbourhoods are seen as emerging over time; second, consolidate the Town Centres and other Hubs and guide their evolution towards more urban built forms which can take better advantage of the transit network and create good people-places at these key locations; third, give clear direction to new suburban neighborhoods so that they are built as integrated, mixed and compact 15-minute neighbourhoods from day one, clearly departing from past practices of car-dependent, segregated communities where everything is spread out and the car is the only realistic mobility option.

Rural Transect:

The Rural Transect has two main components: the Villages and the countryside. The new OP’s policy goals are to strengthen, or seed the conditions for, rural 15-minute neighbourhoods in as many villages as possible (notably by allowing, where servicing conditions permit, a broader range of housing options to allow residents to age in place; and support Village Mainstreets), on the one hand; and on the other hand, maintain strong environmental and agricultural land protection policies in the countryside while opening new opportunities for on-farm diversified uses, for agri-tourism including facilities like wineries, and position key interchange locations for economic development on the basis of their strategic locations within the Toronto-Ottawa-Gatineau-Montréal Mega-Region.

Pandemic-related questions about whether more rural development should be allowed as a result of work-from-home arrangements were received by staff and carefully considered. The approved growth management strategy provides for an amount of population growth to the rural area that is supported by rigorous demographic analysis along with an assessment of the costs to the City of providing services to dispersed locations. The costs to the City remain the same (or more), with or without COVID. However, the City is providing for opportunities to strengthen Villages through a new policy (the first of its kind in Ontario) that will allow for the transfer of development rights

from unbuilt country lot subdivisions to sites adjacent to existing villages. This will provide new opportunities for rural residential locations while supporting the achievement of critical mass, especially for mid-sized villages, that may allow them to gain, or regain, elements of 15-minute neighbourhoods that will make those Villages more complete communities.

1.14. Growth Management to 2046

Growth projections for the new Official Plan were adopted by Council in December 2019*. By 2046 Ottawa is projected to have a population of 1,409,650 persons, 590,600 private households, and 827,000 jobs. From 2018 this represents a growth of 402,150 persons, 194,800 private dwellings, and 189,500 jobs. A growth management strategy was developed to determine where this growth will occur in Ottawa.

Growth Management for the new Official Plan was conducted in two phases through two separate reports. Growth Management Report 1 was adopted in May 2020 and was a scenario-based approach to allocating projected residential growth within the urban area, along with an estimate for the amount of urban expansion hectares required for residential and industrial lands. This report also established selection criteria for urban residential expansion parcels.

In February 2021 Council received and adopted Growth Management Report 2 for the new Official Plan (see [ACS2021-PIE-EDP-0001](#)). This report identifies the scoring of parcels for urban residential expansion along with a comprehensive review of employment lands and an industrial lands strategy that identifies new urban industrial lands.

1.14.1. Lands for New Neighbourhoods

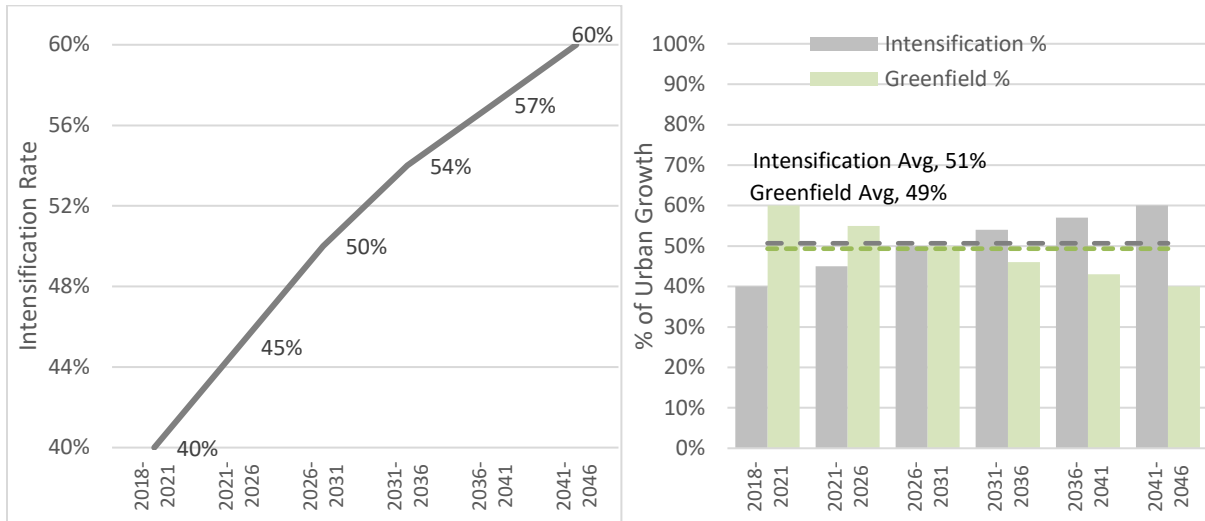
In May 2020, Growth Management Report 1 conducted a scenario-based approach for the allocation of urban residential dwellings that best met the policy objectives of the Five Big Moves for the new Official Plan and the policy directions of the PPS.

The Balanced Scenario was adopted as the growth management approach to accommodate residential growth for the next 25 years. This scenario relies on a progressive program of increasing intensification targets and accounting for greenfield development that requires some urban expansion as illustrated in Figure 4 below.

* Document 1: Growth Projections for the new Official Plan https://engage.ottawa.ca/the-new-official-plan/news_feed/preliminary-policy-directions / https://participons.ottawa.ca/nouveau-plan-officiel/news_feed/les-orientations-stratigiques-prliminaires

Figure 4 Balanced Intensification Targets and Share of Urban Growth to 2046*

Timeframe	Urban Units	Intensification %	Built-up Area Units	Greenfield %	Greenfield Units
2018-2021	24,300	40%	9,700	60%	14,600
2021-2026	38,800	45%	17,500	55%	21,300
2026-2031	35,800	50%	17,900	50%	17,900
2031-2036	31,200	54%	16,800	46%	14,300
2036-2041	27,400	57%	15,600	43%	11,800
2041-2046	24,300	60%	14,600	40%	9,700
2018-2046	181,800	51%	92,100	49%	89,700



The intensification rate increase in the Balanced scenario means that, over the course of the planning period to 2046, 51 per cent of all urban growth will be accommodated in the built-up area through intensification, and 49 per cent through greenfield development. Of the greenfield development, the majority (74 per cent) will occur on existing vacant urban lands and the remainder (26 per cent) will occur on new urban expansion lands totalling 1,281 hectares. Approximately half (640 hectares) are required to accommodate projected residential dwellings, with the other half (640 hectares) for community uses such as parks, schools, community centres, commercial services, public streets, pathways, and stormwater management facilities.

Staff considers the Balanced scenario as the best scenario to achieve the policy directions for the new Official Plan adopted by Council and the policy directions in the Provincial Policy Statement (PPS). Additionally, development within the built-up area

* Adapted from Residential Growth Management Strategy (see report ACS2021-PIE-EDP-0001)

through intensification takes advantage of existing schools, commercial areas, water, transit and other transportation infrastructure to revitalize existing neighbourhoods and increase the diversity of the housing stock. Based on the Hemson report (August 2021) intensification is also fiscally more desirable than greenfield development from the City's point of view.

In February 2021 Council adopted Growth Management Report 2 for urban expansion areas for new neighbourhoods, with some refinements, that totalled 1,281 hectares. The refinements resulted in 836 hectares distributed as contiguous extensions to the current urban boundary and 445 hectares that will begin the development of a new community called Tewin.

The Plan's objective for Tewin is to create a new 21st century urban community in the Suburban Transect that reflects Algonquin design, placemaking principles and sustainable building practices to make a national statement about the design of new communities and establish a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries. To achieve that aim, the planning of the new community will require a suite of integrated studies, culminating in a Community Design Plan, a Secondary Plan, and a Financial Implementation Plan. Before development of a community design plan, the first principles of community design will need to be established and a thorough review of various opportunities, constraints and issues will need to be addressed (see Annex 10).

The lands identified for future growth have been integrated into the final version of the Official Plan as future neighbourhoods. 'Gating' policies, a series of policies that must be fulfilled prior to proceeding, have been included in the new Official Plan to ensure appropriate engineering and planning of transit, transportation and water infrastructure are in place for these new neighbourhoods.

Council also included 106 hectares of lands currently designated Agricultural Resource Area east of Riverside South as part of the 836 hectares of urban expansion extensions to the current urban boundary. These lands were the subject of an additional motion by Council that staff be directed to work with the proponent to undertake an examination of the LEAR score and other relevant agricultural impacts of lands between the existing Riverside South Community and the Pass 1 lands proposed to be added.

Staff received an abbreviated LEAR assessment in the form of a letter report at the end of August 2021. This report accepts the 2016 LEAR assessment with respect to soils but reduced the agricultural score from 30 to three points because agricultural production has ceased at some time in the last five years. Because the history of

agriculture is so recent, staff cannot confirm the rationale provided to reduce the overall LEAR. Council has approved adding agricultural resource area to the urban boundary in this instance because the lands are within very close proximity of Bowesville O-Train station which is currently under construction.

Council also included a motion that, for any growth areas beyond the catchment area of an already-planned transit station, confirmation of a funding source or mechanism for any necessary transit network extensions and any other component of required municipal infrastructure be required prior to the approval of implementing secondary plans. This provision has been added as a gating policy for Tewin and is a consideration for all future neighbourhoods in the new Official Plan.

Additional motions from Joint Committees and Council and their resolution are detailed in Document 2.

Document 5 presents implementation modeling of the growth management strategy adopted by Council and fully accounting for the changes made to the Official Plan between the November 2020 draft and the revised version before committee today.

1.14.2. Industrial lands

Growth Management Report 2 also recommended urban industrial expansion lands totalling 140 net hectares of new urban industrial lands and 49 net hectares of rural lands to complement existing vacant industrial lands in accommodating the projected growth of industrial-related employment. This implements direction from the Provincial Policy Statement to preserve lands for ‘employment areas’, a defined term, for future needs. These areas, also known as business parks, include the following primary activities: manufacturing; warehousing; distribution or fulfillment centres; and accessory offices. Though called “employment areas”, these lands tend to focus on industrial-related and office-use business parks.

Across the city, there are distinctions between different business parks with some that are primarily manufacturing and warehousing, some that are primarily office, and some with a mix of light industrial-related, office, and commercial uses. Industrial-related business parks are not to be confused with the office parks of the late 20th century, which segregated at remote locations the type of employment that should, and must, blend in with the city at Hubs and Mainstreets. In light of an emerging trend towards distribution centres as a result of the increased prevalence of e-commerce, a land designation focussing on industrial-related uses warrants a label that more accurately describes the activities within these business parks. The term “industrial and logistics” intends to convey the specific uses that these lands are reserved for, rather than any other employment that could and should locate in other parts of the city.

Growth Management Report 2 includes an Industrial and Logistics Land Strategy, which is a comprehensive review of employment areas and a land budget for projected industrial and logistics jobs to 2046 in the new Official Plan. Approximately 13,600 jobs need to be accommodated on urban lands dedicated for industrial and logistics purposes. Approximately 73 per cent will be accommodated on existing vacant urban industrial and logistics lands and 27 per cent will be accommodated on new vacant urban industrial lands (consisting of about 140 hectares located at Carp Road and the south side of Highway 417 in Stittsville, and along Borrisokane Road, northeast of Highway 416 and Barnsdale Road in Barrhaven).

An additional 49 net hectares of rural lands are recommended for industrial and logistics purposes along Highways 417 at Boundary Road and 416 at Fallowfield Road to help with urban industrial land supply constraints along these goods-movement corridors into the city, being strategic locations within the Toronto-Ottawa-Gatineau-Montréal Mega-Region. Rural industrial and logistics lands are not intended to be serviced with municipal water and wastewater and are intended to accommodate uses that involve more outdoor storage or transfer of freight containers rather than large buildings or structures. However, private investments into private water and wastewater systems may enable large buildings or structures at these locations.

These business parks were designated as “Traditional Industrial, Freight and Storage”, “Non-Traditional Industrial Mixed”, and “Rural Industrial, Freight and Storage” in the November 20, 2020 draft of the new Official Plan. The new Official Plan in Document 8 relabels these designations as “Industrial and Logistics”, “Mixed Industrial”, and “Rural Industrial and Logistics”.

The bulk of office-based employment in Ottawa is already located in concentrated areas of the city. New office growth will be accommodated in these existing concentrations that include Hub, Corridor, Mixed Industrial, Greenbelt Facilities, and some of the Special District designations throughout the city. These designations include the Downtown business district, federal campuses, Kanata North Business Park, Ottawa L5 AV test track, and other office or knowledge-based concentrations.

1.15. Changes to the Draft New Official Plan Based on Feedback

The release in November 2020 of the draft new Official Plan and the growth management strategy in May 2020 and January 2021 elicited an unprecedented amount of interest in, and engagement with the City.

Our engagement with residents since release of the November draft took the form of multiple webinars between staff, residents and stakeholders. Hundreds of thoughtful submissions were received from a range of civil-society groups, community

associations, members of the business community, and individual residents. Planning staff processed and considered each of the submissions and worked to revise the draft Plan in a number of concrete ways to address concerns or advance opportunities. The following subsection provides a brief discussion of a number of changes made to the draft new Official Plan based on the feedback received.

1.15.1. Minimum Residential Densities

The November 2020 draft Official Plan prescribed a series of residential density minimums for the Neighbourhood, Corridor and Hub designations across the Downtown Core, Inner Urban and Outer Urban Transects. The intent of these minimum densities was to require redevelopment in hubs, corridors and in the most urban transect areas to ensure the achievement of densities that would guarantee the attainment of Growth Management objectives without any flexibility for the range of redevelopment scenarios that are known to exist as buildings turn over. The rationale for this required density was to ensure that future redevelopment in areas well-served by transit would develop at transit appropriate densities and to provide a greater diversity of housing types within the built-up area to achieve the intensification targets in the balanced scenario of Growth Management Report 1.

In response to considerable public feedback, Neighbourhoods no longer have a required minimum density, but rather a density target. Upon closer analysis, two main factors emerged which helped staff arrive at the revisions. First is an analysis of the density targets that have been part of the current Official Plan since the mid-2000's. While at first, these density targets seemed ambitious, building permit information (as analyzed in the preliminary work supporting the Growth Management Strategy) reveals that density targets were not only achieved, but surpassed in recent years, and this took place without requirements but, rather, with permissions. The second factor was the additional technical work, recently presented in the Growth Management Strategy Implementation Modelling Report, which concludes that while current zoning permissions will not allow the City to reach its growth management objectives, scoped changes to zoning permissions will ensure the achievement of those objectives and create a theoretical excess in relation to the projected demographic need that will act as a relief valve for price pressure on land – this also helps the City move towards its goals in relation to housing affordability.

The proposed new density targets are also differentiated by Transect, which helps account for significant differences in the lot fabrics of each Transect area. The new targets, and their alignment to transect contexts, will help inform the new Zoning By-law as it implements the new Official Plan. The zoning conformity review will take a

fine-grained approach to permit densities that reflect the lot fabric and other specific circumstances of a neighbourhood.

However, the change from a density requirement to a permission means that achieving the intensification targets established in the balanced scenario of Growth Management Report 1, being the most aggressive scenario for the potential achievement of intensification targets, is more dependent on the market. If not enough new larger dwelling units are provided within the built-up area as a viable alternative to greenfield dwelling units, the greenfield area will likely receive a larger proportion of new dwelling units than established in the balanced scenario. Staff will review the available data sources for indicators to monitor the development of large dwelling units within the built-up area. In addition, the development of dwelling units within the greenfield area is an indicator of available residential land supply and is monitored annually by staff through the Vacant Urban Residential Land Survey.

The revised OP maintains minimum density requirements for Mainstreet Corridors and Hubs, as these areas remain the primary focus for significant intensification support the realization of 15-minute neighbourhoods by providing a critical mass of local employment and services that are mutually dependent on people living nearby. A policy to permit increased possible building heights on Mainstreets and in Hubs across the city is among the additional revisions that intend to solidify the role that these areas and streets can play as strong structural contributors to their neighbourhoods in terms of mobility (especially by transit), critical mass of jobs, higher-order retail, and denser residential development that can accommodate significant urban intensification.

1.15.2. Transforming and Evolving Overlays

The November 2020 draft of the New Official Plan, in addition to functional designations like Neighbourhoods, Hubs, and Corridors, also established two 'built-form' overlays: Transforming and Evolving, which applied to Hubs, Corridors and Neighbourhoods.

Overlays are different than designations in the Official Plan because they allow for an underlying land designation at the same time as they provide some additional development directions. (The plan also includes overlays for aggregate resources, natural heritage, and future neighbourhoods). All overlays were meant to apply as an additional layer of policy 'on top of' the underlying designation.

The built form overlays, 'Transforming' and 'Evolving', were meant to identify areas where the direction for the desired built-form and public realm (street-front between public and private property) was to either immediately transform (Transforming Overlay) or more gradually evolve (Evolving Overlay) from suburban to urban types of building forms and site designs. The Transforming and Evolving overlays were meant to capture

areas based on characteristics such as housing age, transit and amenity access, that would likely experience greater pressures for redevelopment in the life of the new Official Plan. The emphasis of both overlays was achieving an 'urban' rather than 'suburban' form and pattern of site design. The Transforming overlay targeted areas likely to experience intense development pressures, and the Evolving intended to target those areas likely to evolve into a more urban form more gradually.

Staff revised these overlays, by deleting the Transforming overlay and consolidating any applicable policies into the Downtown Core and Inner Urban transect policies, those areas were the bulk of where the Transforming overlay was to be applied. The Evolving Overlay was retained but has also been revised and is now applied to areas in all Transects that are in proximity to hubs and corridors, acknowledging the role of those areas to provide the necessary services to support denser, more urban development during the life of the Plan as well as to contribute towards the consolidation, formation or seeding of conditions for 15-minute neighbourhoods.

1.15.3. Maximum Heights for Hubs and Corridors

Comments were received about the proposed maximum height limits contained in Table 7 of the November 2020 of the new Official Plan. Heights have been revised in both Hub and Corridor designations. For Hubs (except those where a secondary plan establishes specific heights as a result of site-specific analysis), the Plan says that buildings of up to 40 storeys can now be considered on sites that are at or closest to a rapid transit station and at the heart of the Hub, and high-rise buildings with decreasing heights may be considered at the edges of Hubs, closer to low-rise neighbourhoods. This revision is intended to support, and take advantage of, the massive investment in transit represented by all stages of the O-Train system and because the associated high level of transit service can accommodate increased densities in Hubs that coincide with O-Train stations.

Outside the downtown, the Mainstreet Corridor designations will permit consideration for high-rise buildings up to 40 storeys. All proposed high-rise buildings will be required to show that the size and configuration allows a transition of height to lower-rise areas, like Neighbourhoods. In the Downtown Core, where many Mainstreets have more narrow roadway widths (right-of-way) and shallow lots, to provide an appropriate scale of development heights have been reduced from the initially-proposed (but never Council-endorsed) 12 storeys to the current nine-storey mid-rise limit.

1.15.4. Secondary Plans

As a part of the new Official Plan, all existing Secondary Plans have been reviewed for consistency with the language and objectives of the new Official Plan. The total number of secondary plans will be reduced from 46 to 28 in the new Official Plan.

In many cases the policy intents of secondary plans have already been captured by the goals, objectives and policy of the new Official Plan. Some policies contained within former secondary plan were maintained as 'area-specific' policies in the Official Plan to maintain existing development rights or restrictions that remain important for an area but do not warrant the retention of full secondary plans documents.

In response to considerable feedback, the Carleton Heights secondary plan, previously recommended for repeal, has instead been updated. In addition, community feedback from the neighbourhoods around Merivale Road led to the retention of some key policies from the current Merivale Road Secondary Plan as Area-Specific Policies.

Some Community Design Plans (CDP's) and TOD (Transit-Oriented Development) Plans have been elevated to Secondary Plan status. This is the case for the CDP's that apply to the Villages of Carp and North Gower, to the Escarpment District CDP in the Downtown Core, and to the Lees Station TOD plan.

All retained secondary plans were updated through a rigorous consistency review to ensure that they meet current *Planning Act* requirements, the directions of the Provincial Policy Statement, and the intent of the new Official Plan's Five Big Moves. In some cases, several existing secondary or other plans have been combined into a single plan. For example, the new Central and East Downtown Core Secondary Plan includes the former Central Area, Centretown, Uptown Rideau, and Sandy Hill secondary plans, the Lees TOD Plan and Escarpment District CDP.

All current secondary plans will be repealed as part of the adoption and approval of the new Official Plan. The secondary plans that are not recommended for re-adoption were initially listed in the Policy Directions document that accompanied the Five Big Moves report, in December 2019. A number of current secondary plans also have Community Design Plans (CDPs) that accompany them. These CDPs will be maintained. All existing CDP's will remain in place and are not proposed to be repealed.

The Secondary Plans recommended for approval by committee and council are presented in Document 9: Volume 2 of the Official Plan.

1.16. Council Motions Regarding Growth

Throughout the new Official Plan project, staff have appeared before committees and Council to bring forward new information and to recommend or obtain specific policy direction. At each touchpoint, Council has provided very specific directions through motions. The following is a short discussion of how some motions affected policy considerations in the new Official Plan.

A full list of Council motions (in addition to those relating to growth) and their resolution relating to the Official Plan project is contained in Document 2.

Multiple motions from Council have related to urban expansion lands and the City's ability to require the necessary transit, transportation, sewer and water infrastructure to support new suburban development.

In the urban expansion areas identified through the approved Growth Management Strategy, a 'Future Neighbourhood Overlay' will be used to control final approval of subdivisions and require necessary infrastructure and transit as directed by Council.

Lands under the 'Future Neighbourhood Overlay' are prohibited from final registration of a subdivision (to legally create lots) until such time as water, wastewater and transportation infrastructures are operational or have sufficient funding secured for their implementation through a Council-approved means. This will ensure that new suburban 'greenfield' development is supplied with the necessary features to support new residents from the point that new homes are constructed.

Annexes of the new Official Plan

Annexes to the new Official Plan provide illustration of the spatial extents of various policies, provide additional Council-approved direction, and help support the objectives and policies of the Official Plan – without being an integral part of the Official Plan.

Because the annexes are not part of the Official Plan, they can be altered or changed without a formal amendment process. This confers the advantage of being able to amend these annexes efficiently, and without a lengthy unnecessary process. For example, in the case of Annex 8A, relating to watersheds in Ottawa, watershed limits may be altered as further information becomes available such as an updated watershed study.

The annexes to the Official Plan are listed below.

Annex 1 Metropolitan Downtown Core

Annex 2 Development Zone of Influence

- Annex 3 Heritage Conservation Districts
- Annex 4 Local Plan Framework
- Annex 5 Urban and Rural Areas Subject to Area-Specific Policies
- Annex 6 Urban Areas Subject to a Secondary Plan
- Annex 7 Rural Areas Subject to a Secondary Plan
- Annex 8A Watersheds and Subwatersheds
- Annex 8B Subwatershed Studies and Environmental Plans
- Annex 9 Private Service Enclaves in the Urban Area
- Annex 10 Tewin Community Design Planning process and Studies
- Annex 11 Official Plan amendments (currently blank)
- Annex 12 Principles for the Tewin Financial Memorandum of Understanding

The annexes define areas subject to specific policy contexts, such as Heritage Conservation Districts under the *Ontario Heritage Act* (Annex 3), as well as areas with Area-Specific Official Plan policies (indicated in Volume 2C). Other annexes specifically Annex 4, the Local Plan Framework, and Annex 10, relating to the Tewin lands, provide the direction of City Council for the development and details to be provided in support of local plans, and the standards to be applied to the Tewin urban expansion lands. Annex 11 is intended to list future Official Plan Amendments

The Metropolitan Downtown Core annex maps, for the first time in our municipal history, the outline of the greater downtown core across the Ottawa River, encompassing the centre-ville de Gatineau. There is no statutory force to this mapping, but it is felt important as a recognition of our common interests between the two large central cities of the National Capital Region and to be able to discuss, strategize about, and position this greater downtown core as one of Canada's most significant urban downtowns, to take an integrated approach to planning for inter-municipal mobility, to allow for the emergence of economic development strategies and the preparation of promotional material that can highlight the critical mass of population, jobs, cultural attractions, transit stations, restaurants, convention facilities, and music and art venues, that are found in this larger metropolitan downtown core. It also sets the stage for both cities to jointly discuss urban design matters that may affect both municipalities, as the Zibi example successfully demonstrated. Finally, it represents a symbolic but important gesture of friendship and intermunicipal collaboration that will help the greater

Ottawa-Gatineau region develop a more cohesive metropolitan entity within the Toronto-Ottawa-Gatineau-Montréal Mega-Region.

The Ville de Gatineau has introduced an equivalent map of the “Centre-Ville Métropolitain” in its Plan d’urbanisme, with the same outline.

One issue of immediate importance for the Metropolitan Downtown Core is a shared interest in obtaining clarification from the largest employer in both cities, the federal government, about a return to the workplace for the thousands of employees that populate the office buildings of the Metropolitan Downtown Core, keep its businesses alive and its streets lively.

RECOVERY AFTER COVID-19

During the Official Plan project, the city and its citizens were challenged by a global health crisis – the COVID-19 Pandemic. The pandemic necessitated unprecedented public health measures including three separate lockdown periods, compulsory mask wearing and temporary closure of libraries, community centres, recreation facilities, parks, schools, restaurants, retail operations, factories and office workplaces.

Thousands of citizens lost their employment (temporarily or permanently) and tens of thousands of residents were required, overnight, to establish measures to work or study from their homes. Many small businesses struggled with loss of revenue brought on by the lockdowns – a significant number were driven out of business permanently. For months, residents were restricted from crossing the Ottawa River to reach our sister city Gatineau. Cultural, religious and recreational activities were cancelled as were all festivals, nightlife venues and theatres. Social touchstones such as weddings, anniversaries, religious functions and celebrations of life were reluctantly deferred or scaled back.

People transitioned very quickly during the early days of the pandemic to work/learn in home arrangements. As the pandemic has progressed the City has observed that in many workplaces employers have successfully transitioned to more flexible workplace arrangements. Some workplaces have already announced that employees will be permitted or encouraged to work remotely even when health restrictions are finally relaxed.

Media reports have emphasized that the habits of many people have changed substantively during the pandemic. For instance, many residents now include a daily walk into their routine. Outdoor recreation has become extremely popular as residents have sought a reprieve with fresh air, exercise and outdoor experiences. Because indoor gatherings were prohibited for months at a time, social gatherings have necessarily become smaller. Informal gatherings in parks and other open spaces have

become much more common. Many restaurants have transitioned at least part of their business online and with the help of the city they have created new or enlarged existing patios at the street or on their parking lots. Commercial establishments have also developed new online tools for marketing and sales, in many cases taking advantage of social media for the first time. These changes, however, do not take away the considerable economic devastation caused by the pandemic and do not replace a full return to more normal conditions as a structural way to bounce back from the restrictions made necessary by COVID.

This period of dynamic changes in work and life suggests that the time is right to reimagine public space as we move towards 15-minute neighbourhoods. The pandemic has particularly highlighted the importance of sidewalks on local streets, multi-use pathways and linear parks to connect neighbourhoods. Cycle tracks, trails and waterways have been utilized as never before; exposing gaps in city infrastructure and illustrating where new infrastructure is needed. There is now no argument against the significance of good pedestrian and cycling infrastructure in improving everyday quality of life.

Does the new Official Plan address the challenges the city will face after the Pandemic?

Yes. The new Official Plan provides direction for the retrofit of neighbourhoods with mobility improvements that build on what we have learned of the reimagined uses of public space that resulted from physical distancing requirements. The Plan also unlocks development and redevelopment opportunities on transit corridors and hubs and sets the stage for inclusionary zoning (for affordable housing) at protected major transit station areas. Housing and employment supply across the city will be renewed by the Plan - 1281 hectares of greenfield lands have been added to the urban boundary to ensure the city meets its statutory requirements for land supply. This land supply will carry the city further than previous plans because these new contemporary neighbourhoods will be designed as 15-minute neighbourhoods, with enhanced transit and mobility options, more functional public spaces, broader provisions for home-based businesses and a greater diversity of housing forms.

From a planning perspective, are we better prepared for a future pandemic?

Yes. The new Official Plan includes, as a cross-cutting issue, public health. This means that health was an underlying consideration for the whole plan, with many policies informed by public health considerations. This includes the 15-minute neighbourhood, which supports resiliency to pandemics and other major disruptors. Throughout the preparation of the plan Ottawa Public Health staff have been embedded into the Official

Plan team. Their job has been to ensure the public health lens is central to the future vision of the city. City planning has also adapted processes to ensure that planning applications can be received, processed and brought to committee remotely.

Will the city return to a normal state of affairs for living and working after the Pandemic?

We don't know; but we believe that living and working patterns post-pandemic will be similar to what they were pre-pandemic. We are just not in a position to say how long it will take for these patterns to return.

Evidence from early pandemic successes such as New Zealand suggest that a large majority of workers will return to their workplaces when they are fully reopened*. Schools, daycares, restaurants, commercial operations, and city facilities such as libraries are expected to quickly resume when physical distancing and other pandemic measures are relaxed or removed. It is likely that flexible workplace arrangements established in the more than 18 months ago are likely to continue to be an option for many office workers. We anticipate that up to a quarter of office workers, particularly in the high-tech sector, will permanently continue to work remotely for a day or more each week.

PROVINCIAL POLICY STATEMENT

The Official Plan contained in this report has regard for provincial interests listed in Section 2 of the *Planning Act* and is consistent with the 2020 Provincial Policy Statement. The policies in this Official Plan have been thoroughly prepared, consulted upon and analyzed. This Plan is not only a statement of our collective values and aspirations, it also addresses substantively, and for the first time, contemporary issues such as climate change, health, gender equity, cultural development and reconciliation. This Official Plan represents good planning and is in the public interest.

NEXT STEPS AND ACTIONS AFTER-OFFICIAL PLAN APPROVAL

Following adoption by Council in 2021, the Official Plan and supporting documents will be sent to the Minister of Municipal Affairs and Housing for approval, which is anticipated to be late in Q1 2022. However, the Minister may make modifications to the Council adopted Official Plan. At this time, staff will also begin to prepare and circulate amendments to a number of by-laws, such as the site plan control by-law and other by-laws that are guided by the new Official Plan.

* The rise of working from home. The Economist. April 10, 2021 Special Report on the Future of Work. See also: <https://www.economist.com/graphic-detail/tracking-the-return-to-normalcy-after-covid-19>

Decisions made by Council through the adoption of the new Official Plan cannot be appealed following approval by the Minister. Historically, appeals of comprehensive reviews have taken years to resolve (sections of the current 2013 Official Plan, for example, are still under appeal). An Official Plan that cannot be appealed gives Council unprecedented authority in determining Ottawa's future form in a way not possible before. Buoyed by the knowledge that this Plan has been more thoroughly consulted upon than any past Official Plan, Council can and should feel confidence that it is approving a plan that balances fairness in consideration of future change with the requirement that any future change will be consistent with the Five Big Moves and provincial requirements.

In the transitional period between the adoption of this new Official Plan by Council and the approval by the Minister of Municipal Affairs and Housing applications in process will still proceed. The provisions for consideration of in-process applications are attached to this report as Document 6.

Approval of a new Official Plan is effectively the first step in updating multiple policy documents, processes, and advancing ways that the Planning, Infrastructure, and Economic Development Department serves our residents. Some of the next steps include a new Zoning By-law to align zoning regulations with the directions and policies of the Official Plan, pilot projects to advance the directions of the Official Plan, monitoring growth and other applicable indicators within the Official Plan, and coordination with other City Master Plans and work programs to continue the implementation of the Official Plan. The new Official Plan provides policy direction for a number of projects. Document 11 provides a list of implementation projects arising from the new Plan.

1.17. New Zoning By-law

Following the adoption of the new Official Plan by City Council, and the approval by the Minister of Municipal Affairs and Housing, Planning Staff will prepare a new Zoning By-law that conforms with and implements the directions for land use, density, site design and building form of the new Official Plan. The purpose of this project is to develop an efficient, effective and equitable Comprehensive Zoning By-law to replace the current Zoning By-law 2008-250. The Zoning By-law is the City's main regulatory tool for controlling the development and use of land within its boundaries.

This re-write will develop new regulations and development standards to allow for the orderly development of a variety of ground-oriented, low-rise, mid-rise and high-rise housing opportunities while integrating the key aspects of neighbourhood character. It will provide greater flexibility and permissions for non-residential, commercial and

industrial lands including new hubs and corridors, special districts for economic development, and changes to rural and village areas to expand economic opportunity while protecting rural character.

The new Zoning By-law will implement the new Official Plan and deliver on the intensification targets of the Growth Management Strategy, while helping to guide Ottawa's evolution towards the most vibrant and liveable mid-size city in North America. Preparatory work has already begun, in accordance with the preliminary Work Plan approved by Council in January 2021. A detailed commencement report and update of the Zoning By-law Work Plan outlining the major proposed initiatives and public engagement process will come forward in early 2022. The substance of the work will commence upon approval of the new Official Plan and approval of the proposed project budget, subject to amendments to the 2019 DC By-law and Background Study for capital funding. The new Zoning By-law is anticipated to be completed three years from Ministerial approval of the new Official Plan.

1.17.1. Inclusionary zoning

This section of the report provides an update on progress towards implementing inclusionary zoning. Inclusionary zoning is a tool that can be used by municipalities to require affordable housing units as part of new residential and mixed-use development.

City Council declared a housing emergency on January 29, 2020. On May 11, 2020, the Joint Planning and Agriculture and Rural Affairs Committee approved two motions directing staff to develop draft policies in the Official Plan to implement inclusionary zoning.

The *Planning Act* provides for municipalities to require affordable housing in new development within Protected Major Transit Station Areas (PMTSAs). The new Official Plan designates 26 PMTSAs at locations along the transit system throughout the city. The locations of the proposed PMTSAs are shown in Schedule C1 of the Official Plan.

The City hired SHS Consulting in the spring of 2020 to undertake the assessment report required by the *Planning Act* before inclusionary zoning may be implemented in a municipality. The findings of the report will inform the development of inclusionary zoning policies in the Official Plan and provisions in the Zoning By-law.

Requirements for affordable housing units will impact the land development process in terms of land and building costs. As such, there are limits on what a new development can reasonably bear in terms of the number and cost of affordable units in a development. The assessment report by SHS Consulting will provide an understanding of what the costs and thresholds are for providing affordable housing units while

considering the impact on private market-based, multi-unit housing production in Ottawa.

Future inclusionary zoning policies will require that a percentage of affordable units be provided in new developments within PMTSAs, adding affordable housing stock that targets low-to-moderate income households in the 30th to 60th income percentiles. The City offers a range of housing programs, supports and related services that also target households with deeper affordability needs, such as emergency and short-term housing, supportive housing, social housing (rent geared-to-income assistance), affordable housing (rents typically set at 80 per cent of average market rents), a rent supplement program (rent is set at 30 per cent of a household's gross monthly income with the remaining portion of the rent paid by the program), a housing allowance program and indigenous-specific housing (there are two organizations providing a total of 264 units in the city).

Regulations under the *Planning Act* for inclusionary zoning require a transition period before inclusionary zoning policies and zoning provisions come into effect. The transition period is needed to allow the price of land in PMTSAs to adjust to the new requirements for affordable housing, and to establish the legal and administrative processes necessary to enable the transfer of units and provide oversight over the term of retention. The length of the transition period will be considered as part of the public consultation process.

The draft assessment report by SHS Consulting will be released for public consultation purposes in November 2021. The report will be accompanied by draft policies for the Official Plan and zoning provisions for the Zoning By-law. Public consultations will occur through Q1 2022, when it is expected an Official Plan amendment and Zoning By-law amendment will be brought to Council for approval to implement inclusionary zoning, subject to the transition period required by the *Planning Act*.

1.17.2. Zoning Toolkit

On May 11, 2021, Joint Committee requested an overview of general zoning approaches or “tool kit” that will be used to implement the Growth Management Strategy. Subject to the policies of the Official Plan as adopted, the new Comprehensive Zoning By-law will follow strategies including but not limited to:

- (1) Zoning to permit sufficient new housing development and densities, given expected rates of lot redevelopment, to meet the Growth Management targets over the life of the plan, while ensuring that existing low-density housing (e.g. detached houses) are not rendered nonconforming.

- (2) Replacing the five current Residential zones (and 120 subzones) with no more than eight Neighbourhood zones and 32 subzones whose density and form standards are based on their urban context (i.e. Transect and proximity to Mainstreets, Hubs and major transit facilities)
- (3) A “Density, Form and Function” or DFF zoning framework for neighbourhood (residential) development that focuses directly on:
 - Density (number of dwelling units permitted per unit of land area);
 - Building form (height, yards, massing and articulation); and
 - Standards to ensure site functionality (garbage management, motor vehicle and bicycle parking, landscaping, ensuring space for tree growth etc.)
- (4) Further to (3), density controls not based on building typology, but rather, restricted or provided so as to ensure appropriate form and function on a site in relation to context (existing and planned).
- (5) Generally, zoning for higher densities and low-rise multiple-unit housing (similar to current R4 zoning) near Mainstreets, Hubs and major transit routes, while zoning for R2 or R3-level densities further away from such features, thereby establishing a smoother transition in density and form from high and mid-rise mixed-use zones to predominantly residential neighbourhood interiors.
- (6) Establishing requirements for new residential or mixed-use buildings in Neighbourhood, Hub or Corridor zones to include large dwelling units, where the scale of building and site make this feasible, while also addressing the existing large shortfall of housing units suited to the small (one- and two-person) households that make up over 60 per cent of Ottawa’s households.
- (7) Carrying forward the intent of recent zoning studies, streamlining and integrating the best practices from each into Neighbourhood zones rather than the current set of overlapping and often confusing overlays, including:
 - Infill 1 (regulation of driveways and parking; front yard calculations)
 - Infill 2 (regulation of rear yard depth depending on lot depth; treatment of corner sites; “landscape first” approach to soft landscaping)
 - R4 (basic fenestration, entrancing and functional standards for large low-rise residential buildings)

- Neighbourhood Commercial (integrating small, locally oriented commercial services such as retail stores, restaurants and personal service shops into otherwise residential areas)
 - Westboro ICB Study (targeted up-zonings along major streets; greater direction on building massing and rooflines in neighbourhood interiors)
- (8) Review, streamlining and expansion of home-based business provisions to accommodate a greater range of activities as home occupations, subject always to these criteria:
- Being very small in scale;
 - Not displacing the predominantly residential use of the property; and
 - Not subjecting neighbours to nuisance.
- (9) Ensuring that Neighbourhood zoning provisions are rooted in clear planning imperatives, and do not indirectly “people-zone” by preventing housing suited to various groups (e.g. renters, small households, large households, people with disabilities, persons of low income, etc.) Equity and public health considerations will inform the development of these provisions.

1.18. Community Planning Permit System Pilot

Policies to enable the establishment of a ‘Community Planning Permit System’ have been included in the Official Plan. A Community Planning Permit System, under the Planning Act, allows for the creation of an alternative planning process that combines amendments to zoning, site plan control approval and minor variance applications into a simplified process. The specifics of the process in the Ottawa context will be determined through a study to support passage of a new Community Planning Permit By-law. Two areas of the City have been identified for this system, the Kanata North Special District, and the Rural Transect. Both areas serve to benefit from the increased flexibility enabled by this process.

1.19. Official Plan Monitoring

Since the initial release of the draft plan a commitment has been added to monitor the progress of the Official Plan. Growth management aspects of the current Official Plan are currently monitored through a series of reports published every year or every two years, such as the Annual Development Report, and land surveys that correspond to vacant residential and industrial lands. The monitoring commitments are articulated in the Plan generally. This is purposeful, as more specific commitments in the Plan could

require amendment of the Official Plan to monitor new or different indicators than those specified in-text.

Public feedback about the new Official Plan asked how the City will monitor and demonstrate success at fulfilling the Plan's ambitious aims. Many of the Official Plan objectives are complex and do not always have readily available indicators that have a direct relationship to the objective. However, after the adoption of the Official Plan, staff will conduct a review of objectives and targets in the Plan against available sources of data and develop a monitoring work program.

A commitment to monitoring also fulfills the direction of Council to review intensification targets and land supply within five years of adoption of the Plan. The adoption of Growth Management Report 2 in February 2021 included a direction for staff to conduct a review by 2026 of the Official Plan intensification targets and the PPS 15-year land supply requirements. The review is to also consider the following:

1. Residential development patterns through intensification in the built-up area, and within the greenfield area from 2020 to 2026 that resulted in any observable change to market housing demand and affordability;
2. A review of net to gross ratios in developing communities to determine if sufficient residential lands are provided in vacant urban greenfield communities;
3. Industrial development patterns from 2020 to 2026, an assessment of land absorption for industrial and logistics purposes, and the adequacy of industrial land supply, particularly in the vicinity of the major highways (417, 416, and 7);
4. The potential for the development patterns from 2020 to 2026 to continue over the long-term; and the adequacy of the residential and industrial land supply as required by the PPS.

Intensification rates and net to gross ratios are some of the components used in Growth Management Report 1 to estimate the number of urban expansion hectares required to accommodate the residential growth projections. Monitoring intensification for the number of new large dwellings within the built-up area and greenfield development patterns over the next five years will help assess any significant deviations and the adequacy of land supply. However, the effectiveness of this monitoring depends on the availability of data and the right indicators.

Other components of the new Official Plan would also ideally be monitored to gauge the effectiveness in implementing the vision and objectives. Some of these are quantifiable, others are not. Some factors can be measured in accordance with Official Plan policies, while others are better measured under other plans or policies.

For example, the majority of public feedback on planning for 15-minute neighbourhoods and walkable communities has been positive. A separate report will be presented to Planning Committee on how moving towards 15-minute neighbourhoods can be monitored. This report will summarize a study that shows how 15-minute neighbourhoods will require measurements in other City plans and work programs and has been on-going over the past two years. This level of analysis may not be feasible for all objectives and targets of the new Official Plan that do not have readily available indicators.

Following the adoption of the Official Plan, a separate report will be presented to Planning and Agricultural and Rural Affairs Committees and Council that sets the scope for monitoring based on available data and additional resources necessary to undertake this task.

1.20. Coordination with Master Plans

The new Official Plan has been prepared in parallel with the reviews of Master Plans such as the Infrastructure Master Plan, Transportation Master Plan, Parks and Recreation Facilities Master Plan, Climate Change Master Plan, Greenspace and Forest Master Plan, and the Solid Waste Master Plan. Staff working on each of the master plan documents have contributed directly to the policies in the new Official Plan.

Transportation Master Plan

The update to the Transportation Master Plan (TMP) is currently underway. The update includes a review and analysis of the city's future transportation needs based on the adopted growth strategy in the new Official Plan. The Active Transportation Plan (formerly called the Ottawa Pedestrian Plan and Ottawa Cycling Plan) will be merged with the TMP as part of the update. Based on the analysis prepared in support, the TMP will include plans for expanded networks for transit, pedestrians, cycling, and streets.

The TMP will be completed in two steps:

- Part 1 – Policies; and
- Part 2 – Capital Infrastructure Plan

The completion date for the update to the TMP was revised earlier this year. Part 1 is planned to be completed in 2022 and Part 2 in 2024 (the latter given of the impacts of the COVID-19 pandemic). More information on the TMP can be found on the City's engage Ottawa site

(<https://engage.ottawa.ca/transportation-master-plan> et <https://participons.ottawa.ca/plan-directeur-des-transports>)

Infrastructure Master Plan

The Infrastructure Master Plan (IMP) update is currently underway.

The update to the IMP will include identification of backbone infrastructure upgrades needed to support growth City-wide. It will also include a review of the infrastructure associated with intensification. The IMP will aid in developing implementation policies and phasing by identifying what programs, regulatory measures, controls, and/or future upgrades, are needed to support intensification while managing risks to level of service. Any upgrades necessary to support the required intensification are expected to be identified through new on-going programs and will require a phased implementation plan that considers funding and financing tools, development timeframes, and coordination with infrastructure renewal.

The updated IMP is targeted to be presented to Council for approval by Q1 2023. In the meantime, staff in Infrastructure Services have been working closely with the OP Team to ensure alignment in policy directions and coordination between land use planning and infrastructure planning.

Climate Change Master Plan

The Council approved Climate Change Master Plan (CCMP) sets the course of action for the city to reduce its emissions and adapt to a changing climate. Energy Evolution is an action plan that includes a comprehensive energy, emissions, and financial model. The model demonstrates how a suite of 44 policies and actions could achieve the community GHG emission reduction target of 100 per cent by 2050, including land use and growth management considerations.

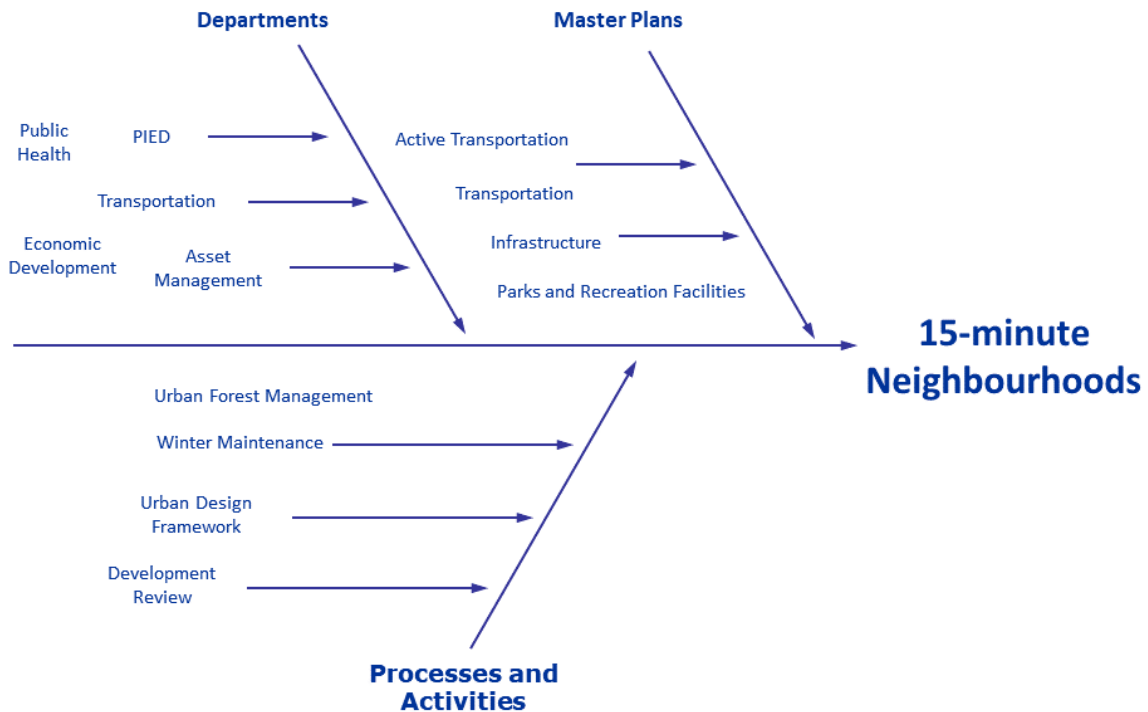
1.21. 15-minute Neighbourhood Study

Staff are currently preparing a study on planning for 15-minute neighbourhoods. This study will provide a qualitative assessment of neighbourhoods based on parameters such as access to necessary services both daily and weekly and the quality and safety of the pedestrian environment that connects them. The study will also determine what improvements can be made.

Although the Official Plan establishes the framework towards 15-minute neighbourhoods, many other departments of the City, in their plans and programs, will play a critical role in helping to achieve walkable 15-minute neighbourhoods. The Research and Forecasting Unit of the Planning Policy and Resiliency Branch will be tasked with coordination and monitoring of 15-minute neighbourhoods in the City. As coordinators, this unit will work with other City departments and the development industry. Through their city-building activities the City will continue to advance the goals

and objectives of the Official Plan. Figure 5 below provides an example of the departments, master plans and city processes that will implement the goal of 15-minute neighbourhoods.

Figure 5 Coordination of 15-minute Neighbourhoods by the Research and Forecasting Unit



1.22. Climate Mitigation Policies

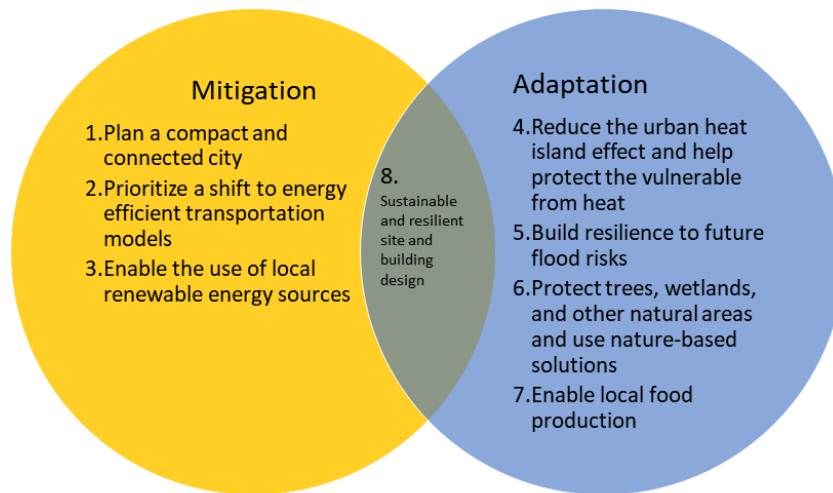
The Official Plan contains policies to reduce emissions that align with the Energy Evolution Strategy, approved by City Council in October 2020. Energy Evolution is a community wide initiative with a vision to transform Ottawa into a thriving City powered by clean, renewable energy by 2050. To achieve this vision, residents, businesses, organizations and governments need to transition away from a dependence on fossil fuels by reducing energy usage through conservation and efficiency; increasing the supply of renewable energy through local and regional production; and prioritizing the procurement of clean and renewable energy.

Growth and development can help address the source of 90 per cent of our community-wide emissions by switching to more sustainable modes of transportation and using renewable energy sources for building heating.

The Official Plan is a critical tool in order for the city to prioritize energy conservation and climate mitigation as part of growth. As illustrated in Figure 6, this is achieved in

three areas. Intensification achieves a compact, energy efficient pattern of development and greater density of development saves on the per capita energy needed for heating and cooling buildings. As part of the annual Climate Change Master Plan update, staff will report on progress towards achieving the Official Plan's intensification targets and the associated GHG emission reductions will be tracked through the annual GHG emissions inventories. New community and site development design will also take into account energy conservation and emissions reductions through the preparation of Community Energy Plans and the High-Performance Development Standard.

Figure 6 Climate Change Objectives from the new Official Plan



Secondly, increased density reduces the distance needed to travel to access goods and services in support of residents' daily needs. The proximity of services encourages and facilitates sustainable modes of transportation such as walking, cycling and transit.

Third, the Official Plan sets the stage for renewable energy generation facilities including solar and wind facilities to be located in parts of the Rural Transect, either as a primary or a subordinate use depending on the designation. The Official Plan also gives direction for such uses to be regulated through the Zoning By-law. The City will do this in consultation with the public and with all interested parties once the Official Plan is approved.

Locally generated renewable energy is important to build resilience to fluctuating energy availability, support current and future housing and employment, protect Ottawa's long-term energy security and grow the local economy. The repeal of the *Green Energy Act* in 2019 and the associated amendments to the *Planning Act* restored municipal

authority over the siting of new renewable energy generation projects. Renewable Energy Approvals for large scale wind, solar and bio-energy projects are still required from the Ministry of Environment, Conservation and Parks as per O. Reg. 359/09.

While there is currently no provincial policy or procurement mechanism that allows renewable electricity to be sold to the grid (i.e., there is no immediate opportunity for large scale wind or solar development in Ottawa), the siting of projects is now expected to be addressed through local municipal approvals.

1.23. Climate Adaptation Policies

The Official Plan also includes policies that guide the city's growth so Ottawa will be liveable in all future climate conditions. This means planning for much warmer temperatures, increased amounts and intensity of rain, and more extreme weather such as heat waves, floods, tornados and storms. Policies have been introduced through-out the Official Plan that focus on four key areas: extreme heat, flooding, natural environment and food.

The design of the built and natural environment impacts how temperatures are felt. In built-up areas with limited greenspace temperatures can increase by several degrees due to the urban heat island effect. Policies to mitigate the impacts of heat and protect the most vulnerable include providing more shade, reducing the urban heat island effect and providing access to cooling amenities. Policies can be found in the parks and recreation, urban design and health and safety sections of the plan.

Changing temperature and rainfall patterns can increase flooding near watercourses and in neighbourhoods, and harm local watercourses. Policies to build resilience to floods and manage increased stormwater runoff include mitigating risks in areas vulnerable to flooding under future climate conditions, implementing stormwater management practices and designing infrastructure that is resilient to future climate conditions, and using Low Impact Development stormwater management features. These policies can be found in the mobility, infrastructure and health and safety sections of the plan.

Nature builds resilience to the impacts of climate change through flood protection, heat mitigation, stormwater management, biodiversity and improved mental, social and physical health. Policies to build natural resilience to climate change focus on protecting trees, watercourses and other natural areas. These policies can be found in the growth, mobility, parks and recreation, urban design, natural heritage, water resources, greenspace and health and safety sections of the plan.

Finally, climate change will impact both local and global food production which can affect the availability and price of food in Ottawa. The Official Plan includes policies to protect Ottawa's agricultural lands and support food production and distribution for a robust economy and enhanced food security. These policies can be found in Agricultural Resource Areas and Generally Permitted Uses sections of the plan.

FINANCIAL IMPLICATIONS

Document 4 contains a summary discussion of the financial implications of the approved Growth Management Strategy, and how the City will be able to balance costs associated with growth.

Recent work prepared for the City updates an earlier Fiscal Impact Analysis of different types of development. The work has shown that it is financially beneficial to provide new growth through intensification. The work also shows that the relative relationship between the costs of suburban, 'greenfield' development, and intensification in existing built-up areas of the City has remained relatively stable over the last eight years.

As the approved Growth Management Strategy directs increasing rates of growth through intensification over new urban expansion, equating to a 51 per cent rate of growth through intensification over the life of the Official Plan, the City can manage the overall costs of urban expansion given the net financial benefit of growth through intensification.

CONSULTATION

Prior to the launch of the New Official Plan, the City of Ottawa undertook a planning study to identify trends in housing, employment, and identify opportunities to create complete communities. Starting in 2018, the Beyond 2036 study engaged a wide range of stakeholders. The report was shared with the public to provide context for a New Official Plan.

The New Official Plan project was formally launched at an Open House in March 2019. A series of nine discussion papers were released on key issues for the New Official Plan. It was at this time the first of several surveys was launched. A project email and later a website were also created.

The feedback received on the discussion papers helped inform the core concepts proposed for the New Official Plan. These were called the Five Big Moves. Starting in August 2019, significant engagement was undertaken to get input on the Five Big Moves. The feedback received was outlined in an As We Heard It report that informed the Preliminary Policy Directions voted on by City Council in December 2019.

The Preliminary Policy Directions provided direction for writing the draft New Official Plan. The draft was shared publicly in November 2020. Extensive engagement tools were provided at the time to outline key topics in clear language and gather feedback on the draft plan.

Through more than 100,000 engagements with residents over 135 activities, this unprecedented volume of input has provided a fulsome understanding of community views throughout each phase of development for the New Official Plan.

To transparently share the feedback received and how it has impacted the development of policies, another round of As We Heard It reports were shared. There have been both city-wide high-level reports as well as Ward specific reports. A final set of As We Heard It reports can be found as an appendix to the staff report. These provide a more detailed overview of the full engagement process.

After thorough consideration, City Planners revised the draft New Official Plan to reflect themes and concerns identified via engagement. The tracked changes version of the revised draft New Official Plan was shared in the summer of 2021 to assist residents in understanding these changes.

The City wishes to thank the residents and community groups who provided this input throughout the development of the New Official Plan.

RURAL IMPLICATIONS

This report affects the entirety of the city. Throughout the process of preparing, consulting, and editing of the draft new Official Plan rural residents and other rural stakeholders were engaged through consultation activities.

COMMENTS BY THE WARD COUNCILLORS

As directed in the April 10, 2019 Work Plan report to Council, a Councillor Sponsors' Group composed of the Chair and Vice Chair of Planning Committee and the Agriculture and Rural Affairs Committee and the Chairs of the Standing Committee on Environmental Protection, Water and Waste Management and the Transportation Committee. Throughout the Official Plan project the Council Sponsors Group provided insight and feedback on the recommendations on the new Official Plan.

Members of the Councillors Sponsors' Group are aware of the policy directions proposed in this report.

LEGAL IMPLICATIONS

A comprehensive official plan adopted by a municipality pursuant to the provisions of the *Planning Act*, sections 17 and 26 is subject to approval by the Minister of Municipal Affairs and Housing but is not subject to appeal to the Ontario Land Tribunal. The past practice of the Ministry, which is anticipated to take place with the current proposed official plan is that the Minister will provide the proposed modifications to the City for comment prior to the Minister's formal decision. The Minister may:

confer with any person or public body that it considers may have an interest in the plan and may,

(a) Approve, modify and approve as modified or refuse to approve the official plan; or

(b) Approve, modify and approve as modified or refuse to approve part or parts of the plan

In the event that a person, which would include the City of Ottawa, wishes to challenge the decision of the Minister in respect of the official plan, it would be necessary to seek judicial review in Divisional Court.

An application in respect of the consideration of agricultural lands for Urban Expansion has been filed with the Superior Court. This application is, in the opinion of Legal Services, unlikely to be upheld.

It is the opinion of Legal Services that the necessary steps for the adoption of the official plan have been observed.

Subject to the details of the decision of the Minister of Municipal Affairs and Housing, the approval of the official plan will provide for the repeal of the current official plan, any amendments thereto, including any official plan amendments under appeal to the Ontario Land Tribunal. A municipality has the authority to repeal any official plan amendment prior to such amendment coming into force.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

The implementation of the Comprehensive Asset Management program results in timely decisions that minimize lifecycle costs and ensure the long-term reliability and affordability of assets.

To fulfill its obligation to deliver safe and reliable services to the community, the City must ensure that assets supporting City services are managed in a way that balances levels of service, risk and affordability. The new Official Plan will inform and direct the new Infrastructure Master Plan. The IMP will identify the required infrastructure to support the City's plan for the future growth of the City as a whole, and the programs needed to manage the capacity of existing infrastructure that is needed to support intensification. The share of capital infrastructure costs and program costs associated with growth are intended to be borne by the development industry through Development Charges. The cost of operating the new assets, and of renewing these assets at end of life will be borne by City ratepayers.

FINANCIAL IMPLICATIONS

There are no direct financial implications as a result of this report. The revised Official Plan will inform the development of the next Infrastructure Master Plan; Transportation Master Plan (including the Active Transportation plans). The affordability of those plans will be assessed as part of the revised Long Range Financial Plans for Tax, Rate and Transit to ensure the City's overall operating and capital plans are affordable and financially sustainable going forward. The affordable plans will also contribute to the development of future Development Charges Background Studies.

ACCESSIBILITY IMPACTS

There are no direct accessibility impacts.

ENVIRONMENTAL IMPLICATIONS

The policy directions in the new Official Plan and as described in this report support a greener and more resilient City through:

- Management of growth
- Energy conservation and efficiency
- Greenhouse gas reduction
- Climate change adaptation
- A growing urban tree canopy
- A connected and protected natural landscape
- Protection of water
- Learning from Indigenous culture

Ottawa's Growth Management Strategy will accommodate most of the City's growing population in existing settlement areas through increased intensification. The City's new settlement areas avoid the core areas of its Natural Heritage System, including its Natural Environment Areas, provincially significant wetlands, and other regulated wetlands. Where new settlement areas include significant woodlands and other individual natural heritage features, the Official Plan has policies requiring protection of the future urban canopy and the conveyance of those features to the City at no cost. The selection of new urban areas prioritizes efficient and cost-effective servicing, including close proximity and strong connections to the existing urban transit and transportation network. This approach will facilitate the transition to low-carbon, low-energy transportation options, including walking and cycling.

Strong policies for energy conservation and efficiency appear throughout the plan, as do policies for greenhouse gas reduction and climate change adaptation. Those policies are addressed in the Climate Change Implications section of this report.

Successful adaptation to climate change requires a healthy, expansive tree canopy. As Ottawa intensifies, the competition for urban space means that some evolution and turnover of the urban tree canopy must occur. Over the long-term, the new Plan proposes to grow Ottawa's urban tree canopy from 30% to 40%, especially in neighbourhoods where it is currently under-represented. The Plan includes strengthened policies for protection of existing trees during re-development and the planting of trees where retention is not feasible. It is supported by a strengthened Tree Protection By-law and improved planning processes.

Ottawa's residents, visitors, and wild creatures already enjoy extensive, high-quality public natural areas, both inside and outside the urban boundary. The Plan includes new policies to ensure continuing and equitable access to a connected urban greenspace network. It recognizes the role of public transit, especially light rail, in providing access to that network. In Ottawa's rural area, the most important natural features will continue to be designated and zoned for protection. They will also be encompassed within a newly identified natural heritage system of core areas and linkages. This system will be excluded from future urban growth, providing greater certainty and confidence in the long-term conservation of the natural landscape and natural habitats for biodiversity, sustainability, and the wellness of all of Ottawa's beings for seven generations and beyond. The concept of seven generations comes from Indigenous culture, which acknowledges a duty to all beings, past, present and future. The recognition and representation of the past, present, and future presence of the Algonquin Anishinabeg people on their territory, along with the acknowledgement of other urban Indigenous peoples, is an important principle in the greenspace policies of the new Plan.

Protection of greenspace is strongly linked to protection of water, which is a universal need and another important duty in Indigenous culture. The new Plan maintains and strengthens policies for protection of water in planning and growth management, regulation of development, and infrastructure planning. It supports the protection of groundwater and drinking water. It recognizes and supports the important linkages between terrestrial, wetland and aquatic ecosystems.

In summary, the adoption of the new Official Plan and the recommendations of this report will substantially improve Ottawa's protection of the environment and its resiliency in the face of future challenges.

CLIMATE CHANGE IMPLICATIONS

To achieve its vision to be the most livable mid-sized city in North America, Ottawa must be an energy conscious city where people can live, work and play in all future climate conditions. While climate change is a global issue, the impacts are felt at the local scale. Ottawa has already seen increases in temperature and precipitation, as well as extreme events such as heat waves, flooding and tornadoes. Local climate projections indicate these trends will worsen in the coming decades.

Municipalities play a fundamental role in reducing community-based emissions reductions and applying climate adaptative measures since they have significant influence on development and land use decisions. They are also the government closest to citizens to engage on issues and take responsive action.

Considerable progress has been made since City Council declared a climate emergency in 2019. The climate emergency was declared in response to the emerging science to limit global warming increases to 1.5 degrees Celsius and served to deepen Ottawa's commitment to protecting our economy, our ecosystems, and our community from climate change. In January 2020, City Council approved the Climate Change Master Plan, the overarching framework for how Ottawa will mitigate and adapt to climate change over the coming decades. This Plan sets a new long-term target to eliminate community emissions by 2050 and identified eight priority actions to be undertaken over the next five years.

One of those priority actions is to apply a climate lens in developing the Official Plan and its supporting documents. A Strategic Direction of the plan is to embed environmental, climate and health resiliency and energy into the framework of our planning policies. Energy and Climate Change is described in Section 2.2.3 as one of six 'cross-cutting issues' or themes that are essential to the achievement of a liveable city.

Using a climate lens, a set of strategic goals were applied to multiple sections in the Plan using two distinct pathways:

1. Mitigation: Policies that reduce the amount of greenhouse gases the city emits, and
2. Adaptation: Policies that prepare us for the impacts of a changing climate

TERM OF COUNCIL PRIORITIES

This project supports City Strategic priorities including City Building, Financial Sustainability, the existing O-Train system and Stages 2 and 3 of the O-Train system as well as the Transitway components, existing and planned, of the city's transit network.

SUPPORTING DOCUMENTATION

Document 1 New Official Plan engagement report

Document 2 Resolution of Council Motions relating to growth and the Official Plan

Document 3 Resolution of Ministry of Municipal Affairs and Housing Comments

Document 4A Financial report

Document 4B: 2021 Hemson Report – Summary Update of Comparative Municipal Fiscal Impact Analysis

Document 4C: May 26, 2021 Memo – New Official Plan Growth Management Strategy – Financial Analysis Rationale

Document 5 Growth Management Strategy – Implementation Modelling

Document 6 Memorandum detailing a framework for consideration of in-process applications

Document 7 Draft Adoption By-law for Official Plan

Document 8 New Official Plan Volume 1

Document 9 New Official Plan Volume 2 (Secondary Plans and Area-Specific Policies)

Document 10 Annexes to the new Official Plan

Annex 1 Metropolitan Downtown Core

Annex 2 Development Zone of Influence

- Annex 3 Heritage Conservation Districts
- Annex 4 Local Plan Framework
- Annex 5 Urban and Rural Areas Subject to Area-Specific Policies
- Annex 6 Urban Areas Subject to a Secondary Plan
- Annex 7 Rural Areas Subject to a Secondary Plan
- Annex 8A Watersheds and Subwatersheds
- Annex 8B Subwatershed Studies and Environmental Plans
- Annex 9 Private Service Enclaves in the Urban Area
- Annex 10 Tewin Community Design Planning Process and Studies
- Annex 11 Official Plan amendments
- Annex 12 Principles for the Tewin Financial Memorandum of Understanding

Document 11 Work Plan Items Arising from the New Official Plan

Document 12 Staff Recommended Changes to the Draft New Official Plan

DISPOSITION

Direct staff to prepare a by-law and other documents for Council approval and submission to the Ministry of Municipal Affairs and Housing.