



New Official Plan



Revised Draft: August 2021

Official Plan Volumes

Volume 1 – Official Plan

Volume 2A – Urban Secondary Plans

Volume 2B – Rural Secondary Plans

Volume 2C – Area-Specific Policies

DRAFT 2021



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Section 1. Introduction

Photo by: City of Ottawa



Section 1. Introduction

1.1 Context

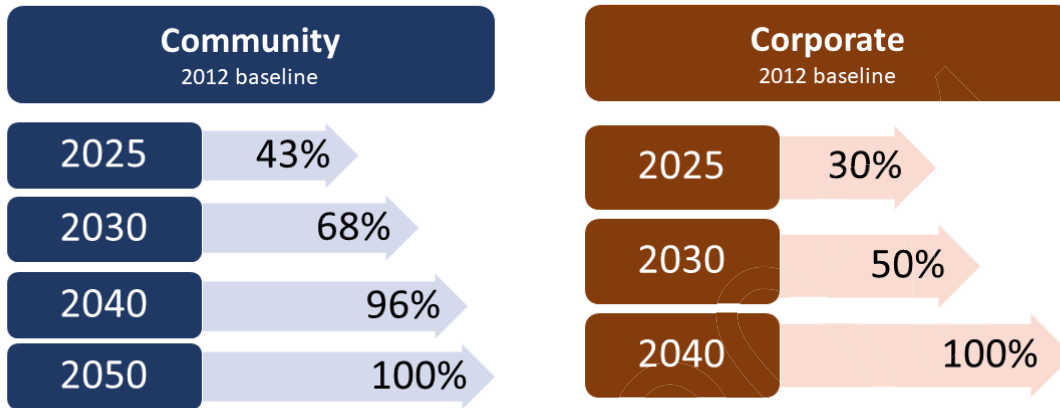
Ottawa's population surpassed a million people in 2019, doubling its population over the past fifty years. With this growth we have seen fundamental changes to who we are as a city - from the growth of Kanata, Barrhaven and Orléans, to amalgamation, then to the repopulation of the downtown core and the rise of urban living, to becoming a more multicultural society, the birth of the high-tech sector and the new light rail system. We have grown from simply being Canada's capital, to become a vibrant major Canadian city.

By 2046 it is expected that Ottawa's population will surpass 1.4 million people, within an Ottawa-Gatineau region that is expected to grow to over 2 million people. Our vision for the future is that Ottawa will become the most liveable mid-sized city in North America, and Ottawa is well positioned to achieve this vision. We enjoy a high quality of life supported by strong neighbourhoods and cultural communities. We have incredible parks and greenspaces. We have a stable and increasingly diverse economy, as well as extensive educational and health systems.

However, as we grow, we will face significant new challenges. Our growth will need to accommodate a more diverse population and an aging demographic. Ottawa's growth will need to align with Council approved community and corporate greenhouse gas emissions reduction targets (see Figure 1) and take steps to adapt to a changing climate. We will need to find new ways to ensure we can weather crises - be they health, environmental or economic. We will also need to find ways to harness rapid technological change to support local economic development and quality of life. We will need to create an affordable supply of options across the city for different household types and income groups. And we will need to find ways of supporting urban and rural neighbourhoods as healthy, inclusive and vibrant places.

Figure 1

Ottawa's Greenhouse Gas Emission Reduction Targets



The Official Plan is a key foundational document that will help us achieve these objectives. The Official Plan directs how the city will grow over time and sets out policies to guide the development and growth of our city. Our new Official Plan positions Ottawa to be flexible, resilient, and above all, a city where people want to live, work and play. This Official Plan will take us to the year 2046, but it also seeks to set the stage for the city to reach a population of 2 million.

1.2 Role of the Official Plan

Ottawa's Official Plan is a legal document, adopted under the authority of the Ontario *Planning Act*. Municipal Official Plans are required to contain goals, objectives and policies in order to manage and direct physical change and the effects on the social, economic, built and natural environments. Ottawa's Official Plan contains the City's goals, objectives and policies to guide growth and manage physical change to 2046. It also implements the priorities identified in the City's Strategic Plan as they relate to land use. Land use direction is both driven by, and has an impact on, Ottawa's health, economy, environment and sense of community. As such, this Plan provides direction to other City plans that do not implicitly affect land use matters, such as the Transportation Master Plan, the Infrastructure Master Plan, the Parks and Recreation Facilities Master Plan and the Urban Forest and Greenspace Master Plan. The non-land use matters of the Official Plan are often implemented through these related complimentary plans (see Figure 2).

1.3 Recognition of Algonquin Territory

Ottawa is located on unceded territory of the Algonquin Anishinabe Host Nation. The peoples of the Algonquin Anishinabe Host Nation have lived on this territory for millennia. Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people. Ottawa's Indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

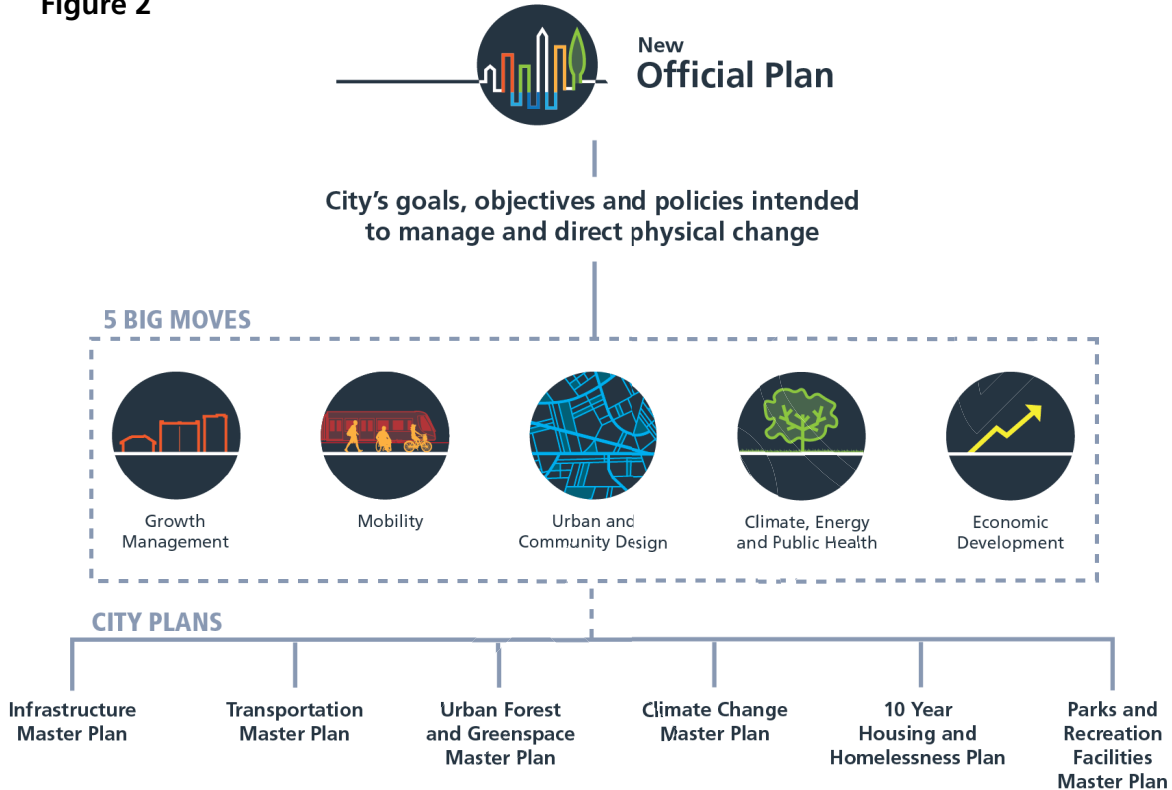
1.4 How to use the Official Plan

This Plan contains the City's goals, objectives and policies intended to manage and direct physical change, and the effects of this change on Ottawa's social, economic, built and natural environment. The following should be considered by the reader:

- The Plan is an integrated document. For any individual part to be properly understood, the Official Plan shall be read as a whole, from goals set forth under the "What We Want To Achieve" headings and the broadest strategic policies, to designations, to specific directions for implementation. Unnumbered text, goals, definitions and tables are all operative parts of the Official Plan. However, figures are included for information purposes only; and
- Every time a policy uses a term that is defined in the Definitions section, its meaning shall be interpreted in accordance with that definition, unless specified otherwise; and
- Every time a policy uses a term that is defined in the *Provincial Policy Statement*, as identified in Table 9, its meaning shall be interpreted in accordance with the *Provincial Policy Statement* definition, unless specified otherwise; and
- Annexes do not form part of this Plan and are to provide information only for the reader. Annexes can be amended without need for an Official Plan Amendment process; and
- Boundaries for transects and designations are deemed to be definitive. The boundaries along natural features shall be considered approximate except where they coincide with roads, railways, hydro transmission lines, former township lots and concession lines, major water courses or other well defined natural or physical features; and
- Where a transect or designation boundary coincides with a street or road, the boundary will follow its centreline unless otherwise stated. Where a road boundary changes post-

- adoption, the transect or designation boundary is interpreted to align to the centreline of the new road location; and
- Unless otherwise stated in the policies, when the general intent of this Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan; and
 - Where there are inconsistencies in policies between this Plan and secondary plans or area-specific policies, those policies contained in secondary plans and area-specific policies take precedence; and
 - Where reference is made in this Plan to documents that rest outside the Official Plan, such as provincial or federal Acts or other legislation, or to other documents that are not part of the Official Plan, it is understood that it is the latest approved version of the documents that is being referenced, unless otherwise specified; and
 - The indication of any proposed roads, bridges, parks, municipal services or infrastructure in policy text or on Plan schedules, including local plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific timeframe, nor to be specifically or solely the responsibility of the City to provide, finance or otherwise implement. Minor adjustments to the location of these facilities do not require an amendment to the Official Plan, provided they are consistent with the objectives and policy directions of the Plan; and
 - Where the Plan refers to studies, guidelines and other policy documents, such as watershed plans, the master plans, community design plans or arterial road design guidelines, such policy documents are not part of the Plan unless the Plan has been specifically amended to include the document in whole or in part. In many instances, these documents implement the policies of the Plan and may be used to guide Council decisions on development, capital works projects and other matters. However, they do not have the status of policies in this Plan adopted under the *Planning Act*; and
 - The term local plan refers to secondary plans and area-specific policies as outlined in Section 12 of this Plan.

Figure 2

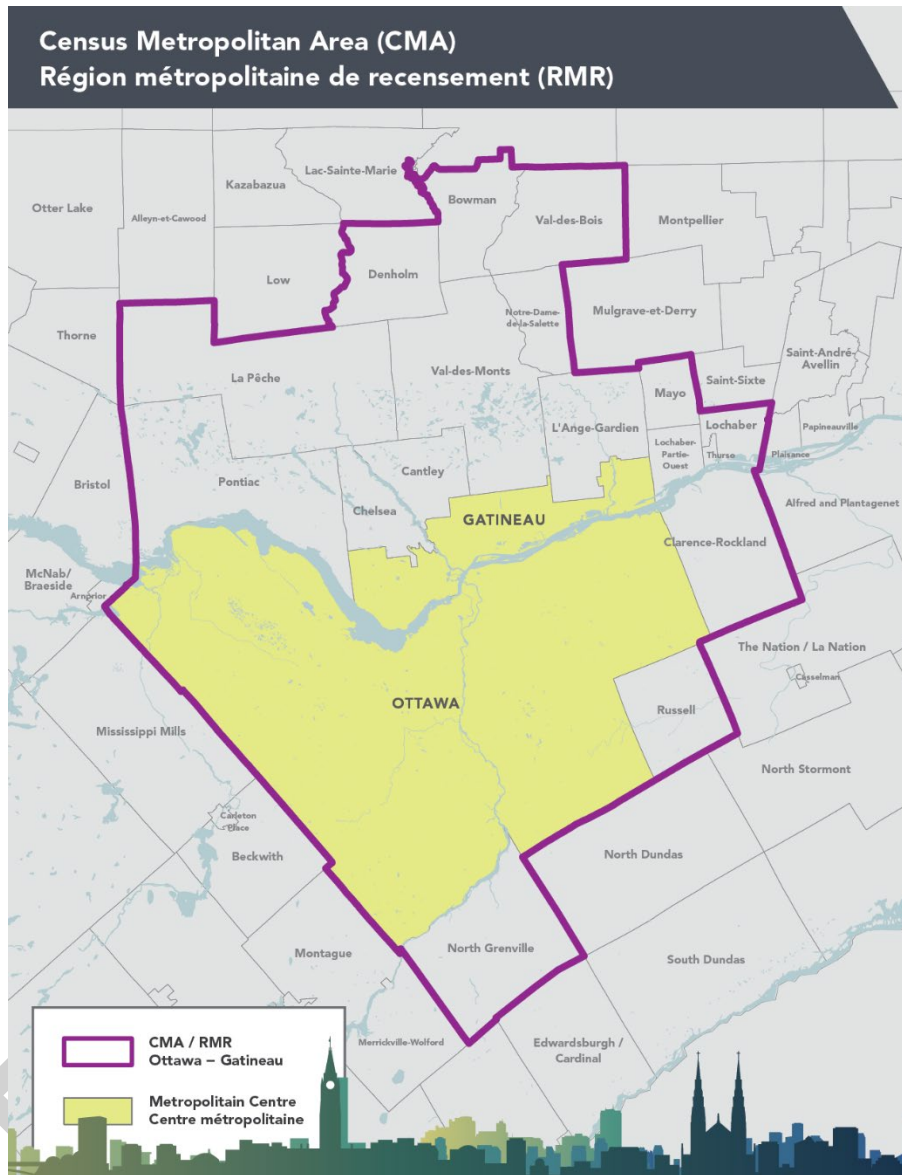


1.5 Coordination with Federal Planning and Planning by the Ville de Gatineau

Ottawa’s growth has largely been shaped by its role as Canada’s capital. Through the work of the National Capital Commission and its predecessors, Ottawa is known as the home to Canada’s national symbols, including Parliament Hill, the National Gallery, the Supreme Court, as well as national cultural institutions including the National Arts Centre and national museums.

At the same time, Ottawa has grown to become a major Canadian city and part of a larger metropolitan area (see Figure 3) of a million and half people that includes the Ville de Gatineau and surrounding municipalities in Ontario and Québec. With this growth, the region’s identity has evolved, based on its shared history (including Indigenous history), quality of life, multiculturalism, bilingualism, vibrant and diverse arts community, lively neighbourhoods, culture, music and food scene and proximity to natural areas. It is an identity that continues to evolve as the region grows, changes and becomes increasingly urban. The direction for Ottawa’s future, therefore, includes not only this Official Plan but the long-range plans for the Ville de Gatineau and the National Capital Commission.

Figure 3



Strengthening our role as a major metropolitan centre and national capital will require ongoing cooperation with the Ville de Gatineau and surrounding municipalities on key files such as transit and economic development, as well as with the National Capital Commission, as owner and manager of over 500 square kilometres of land and about 1,600 properties in the Census Metropolitan Area. This cooperation must take into account different legal and planning context between partners.

An aerial photograph of a park during autumn. A paved path winds through the scene, surrounded by trees with vibrant yellow, orange, and red foliage. A person is visible walking on the path. The image is partially obscured by a semi-transparent white banner containing the title.

Section 2. Strategic Directions



Section 2. Strategic Directions

2.1 The Big Policy Moves

This new Official Plan is proposing five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The City will accommodate this growth within its existing neighbourhoods and villages, in undeveloped greenfield areas within Ottawa's urban boundary and by expanding the City's urban boundary. The City's approach will have significant impacts on the evolution of Ottawa's neighbourhoods, on housing options and affordability and on our ability to meet our climate change responsibilities.

The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the option not to further expand the urban boundary beyond 2046. In support of this direction, new policies will increase the variety of affordable, Low-rise housing options for residents within existing neighbourhoods close to Hubs and Corridors, protect the urban tree canopy and promote an evolution to 15-minute neighbourhoods.

This balanced approach to growth management is intended to mitigate the effects of growth on land consumption, avoid spaces of agricultural or ecological importance, efficiently use public services and moderate the impacts to municipal financial resources to service growth. The balanced approach continues to promote a mix of housing supply. That mix of housing supply must include a diversity of supply and housing options at different levels of market-based and affordable levels, so there is choice in the market for households to meet their needs

Big Policy Move 2: By 2046, the majority of trips in the City will be made by sustainable transportation.

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling.

Increasing the share of trips by sustainable modes of transportation is urgently needed to meet the City's climate change goals, given that 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

Achieving this Big Move relies heavily on leveraging the City's generational-level investments in transit, particularly the construction of Stage 2 Light Rail Transit (LRT) and ongoing efforts to plan and seek funding for the Baseline Bus Rapid Transit Corridor and Stage 3 LRT to expand the O-Train network to Barrhaven, Kanata and Stittsville. These transit investments multiply efforts to increase sustainable transportation mode share because they require new and improved active transportation connections to provide access to the stations and also stimulate private sector transit-supportive development that generates new ridership. The Transportation Master Plan (TMP) will identify and prioritize these and other important public investments.

Big Policy Move 3: 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.

Ottawa is a city of neighbourhoods and Villages. Each of these neighbourhoods and Villages have their own characteristics that make them different from each other. Yet, despite these differences, the elements of successful neighbourhoods and Villages are quite similar- whether it's safe and easy access to groceries, parks and schools, good housing options, or gathering places like Mainstreets, soccer fields or coffee shops. The goal of this Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages in a way that reflects the differences from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out. Planning for the evolution of a new subdivision in Kanata or Barrhaven will be different than for a former streetcar suburb such as Hintonburg, or a 19th century downtown neighbourhood like Centretown.

The Official Plan introduces a transect approach to planning that will better distinguish, by context, Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the City. The City has been divided into six transects—each representing a different gradation in the type and evolution of built environment and planned function of the lands within it, from the most urban (the Downtown Core) to the least urban (Rural). Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect. Finally, overlays have been identified where specific policy direction is needed beyond those contained in land use designations to guide growth, to allow certain types of activities and provide built form guidance. Identifying Design Priority Areas, including Special Districts, targets areas of the City that are important to our national and international image as the capital of Canada, that are key regional economic or entertainment districts, or that are local spaces that are important to our local identity.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The future liveability of Ottawa—its economic vitality, its social cohesion and the health and well-being of its residents—depends upon a healthy natural and built environment. The Official Plan contains bold policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to healthy and affordable food, schools, employment, mature trees, greenspaces and pathways. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City’s resiliency to the effects of climate change, including much warmer temperatures, more rain and more extreme weather such as heat waves, floods and storms (See Figure 4).



Figure 4

Big Policy Move 5: Embed economic development into the framework of our planning policies.

A range of interconnected factors influence economic sustainability and growth. In the Official Plan, an economic development lens is taken to policies throughout the Plan spanning the rural, suburban and urban contexts. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development and create a context for business and entrepreneurship to succeed.

The Official Plan supports long-term economic sustainability and growth in a number of ways, working with other City programs. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live. Special Economic Districts are individually identified areas in the Plan with tailored policies that support these areas as economic generators and hubs for innovation. Land is also designated for employment uses like goods movement and manufacturing in strategic locations to support those industries and allow for their evolution. The protection of non-renewable resources including prime agricultural lands and aggregates (bedrock, sand and gravel) also helps to safeguard the rural economy.

Ottawa’s economic success continues to be based on maintaining a liveable city and having affordable market-based housing options in relation to larger cities. We need to attract skilled workers to support growing and new enterprises in Ottawa and be a choice destination for new Canadians. Becoming more liveable and affordable relative to other cities is a key to Ottawa’s success. That is why there is a high degree of relationship between achieving the other Big Policy Moves that will facilitate economic success.

2.2 Cross Cutting Issues

Some of the City’s policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and operational or other practices. For instance, creating healthy and inclusive communities requires policy direction related to areas such as mobility, housing, urban design, parks and growth management. Six of these cross cutting issues have been identified that are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of this Plan. To the extent that urban planning or development decisions can play a role in achieving the City’s intent, these themes are to be considered:

-  **Intensification**
-  **Economic Development**
-  **Energy and Climate Change**
-  **Healthy and Inclusive Communities**
-  **Gender Equity**
-  **Culture**

Subsections 2.2.1 to 2.2.6 provide the broader context and policy intent related to these issues. However, the Official Plan policies that give effect to the policy intent of each cross-cutting issue are embedded throughout many sections of this Plan. Many of these policies are identified through issue-specific icons attached to sections of this Plan. These icons are intended simply to draw the link between the section and a specific cross cutting issue but do not confer additional weight to any particular section or policy.

The Official Plan guides the City’s physical growth and change. It is not the only City document that plans for its operations and services. Many of these cross-cutting issues are addressed in other City policy documents and plans (see Subsection 1.4), and consequently, the Official Plan needs to be read in conjunction with those other policy documents. Furthermore, where other policies exist, the Official Plan will not repeat policy, particularly when that policy is not related to physical growth and change.

2.2.1 Intensification and Diversifying Housing Options



Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce our greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

Section 3 outlines the growth projection within Ottawa to 2046 with over half of urban residential growth occurring within the built-up area. Intensification in this Plan incorporates the definition of intensification in the *Provincial Policy Statement*, the relationship of redevelopment to its surrounding and future context and how community infrastructure and other neighbourhood amenities within a walking distance are to improve over the life of this Plan. However, growth and development within the built-up area is not only about the numerical targets of intensification and simply increasing urban density. Intensification is about guiding the evolution of neighbourhoods into complete 15-minute neighbourhoods, which includes ensuring that the services, parks, recreational facilities, public spaces, infrastructure and other elements of a complete neighbourhood, are keeping up with the increases in population. Intensification acknowledges the multiple facets of city-building that not only adds people but considers other components in planning for liveable complete neighbourhoods, in line with our goal of becoming the most liveable mid-sized city in North America.

WHAT WE WANT TO ACHIEVE

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

Definition

Intensification:

The development of a property, site or area at a higher density than currently exists through:

- (a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;
- (b) The development of vacant and/or underutilized lots within previously developed areas;
- (c) Infill development; or
- (d) The expansion or conversion of existing buildings.

Policy Intent:

1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands.

This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an aging population by enhancing accessibility to more vibrant areas with social interaction, health services and community facilities. This necessitates both simplifying the rules for intensification and using design approaches to create the demand for living in multi-family housing typologies.

2) Provide housing options for larger households

Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. However, opportunities to provide for these dwelling types are limited within areas that are already developed. There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, along corridors with transit stops and commercial services and within Neighbourhoods. Subsection 4.2 describes our policies for housing affordability.

3) Improve public amenities and services

The supportive policies for growth management, housing, transportation, urban design and parks and greenspace throughout this Plan will provide some of the necessary elements to facilitate achieving a 60 per cent intensification target. Policies are also included to guide the preparation of local plans such as secondary plans and area-specific policies, as well as development applications. To support the City's strategy to achieve a 60 per cent intensification target by 2046, the City will:

- Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;
- Help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents;
- Require the production of denser, small-scale, Low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area;
- Require a greater proportion of housing with three or more bedrooms that will provide more housing choices for the projected population;
- Protect the urban tree canopy and provide equitable access to greenspace that will provide shade and opportunities to promote mental and physical health and well-being;

- Ensure that the development and redevelopment of transit, road and active transportation infrastructure supports the City's intensification targets;
- Provide guidance on the appropriate integration of new and different types of housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood; and
- Encourage a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a supply of affordable housing.

Do you want to know where the embedded intensification policies are located in the Official Plan?



Policies that implement intensification objectives are identified throughout the Official Plan by the intensification icon

Sections

3.2 | 4.2.1 Policy 2 | 4.6.6 Policy 4 | 5.1.5 Policy 1 | 5.2.4 Policy 1 | 5.3.4 Policy 1 |
5.3.1 Policy 4 | 5.6.1.1 Policy 2 | 5.6.1.1 Policies 3 & 6 | 6.3.1 Policies 2, 4 & 5 | 6.3.2 Policy 1
| 11.1 Policy 2 | 11.6 Policy 10



2.2.2 Economic Development

As Ottawa reaches the next threshold in population it also gains a certain critical mass that begins to generate more opportunities, both from the organic growth of a larger domestic market, and from increased investment interest from global stakeholders seeking opportunities. Given that economic activity is increasingly concentrated in large economic regions, Ottawa's future opportunities are also tied to its connections and collaboration with Toronto and Montreal to compete internationally as part of the mega-region formed by the three large cities.

As Canada's capital, almost 30 per cent of the City's economic activity and one-third of employed residents are attributable to the public sector, which includes all three levels of government and government-funded organizations like universities and hospitals. In addition to the public sector, knowledge-based industries (including communications technology, software, aerospace, defense and security, digital media, life science and clean technology) are a major employer and economic engine in Ottawa.

WHAT WE WANT TO ACHIEVE

- 1) Enhance Ottawa's high quality of life to attract a skilled workforce and businesses
- 2) Accommodate growth of post-secondary educational institutions (PSIs) and hospitals to support Ottawa's knowledge based economy and health needs
- 3) Direct major employment to Hubs, Corridors and Special Districts
- 4) Integrate economic activities with residential and other land uses
- 5) Create conditions for small-business growth
- 6) Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses
- 7) Support growth of important economic generators through Special District Policies
- 8) Protect locations for activities related to goods movement including freight, storage and logistics
- 9) Support rural economic development throughout all sectors

While these sectors are important to Ottawa’s economy there is a broad range of other industries and services, both big and small, that make vital contributions to the economy and quality of life. The role of the Official Plan in economic development is to establish through land use policies a framework that will contribute to the sustainability, resiliency, diversification and growth of the local economy. The land use policies should support existing and emerging industries, businesses and services at all scales and within all geographic areas of the City, rural, suburban and urban.

In addition to land use policies, the City of Ottawa also takes a strategic approach to economic development through a Council approved Economic Development Strategy that is generally updated every Term of Council. Strategic objectives, initiatives and programs are focused on Ottawa’s economic growth and diversification, with an emphasis on business attraction, expansion and retention, including foreign direct investment, talent attraction and retention and support for entrepreneurs and main street businesses. Specific sector support is vital for knowledge-based businesses, the rural economy, tourism and creative industries as is engagement and collaboration with economic development partners including Invest Ottawa, Ottawa Tourism, the Ottawa Coalition of Business Improvement Areas, the Ottawa Board of Trade and Ottawa’s post-secondary institutions.

Policy Intent:

1) Enhance Ottawa’s high quality of life to attract a skilled workforce and businesses

Ottawa’s ability to compete in the knowledge economy relies on its ability to develop local businesses and talent, attract and retain highly skilled labour and new businesses, create the regulatory climate to promote entrepreneurship and innovation and remaining relatively affordable

in comparison to other cities. The strong presence of multiple post-secondary institutions, including universities and colleges, is an asset in terms of developing local talent and innovation and is attractive to both employers and investors. Employers are looking for greater connections to other major cities and an environment that attracts a highly skilled work force. The work force is looking for liveable cities that are resilient, with a variety of safe, affordable, vibrant, mixed-use areas, with access to greenspace and cultural life and social harmony, which includes a sufficient range and supply of affordable housing options for private ownership and rental.



Photo by: City of Ottawa

As liveability and affordability are key to the City's continued economic vitality and competitiveness, they should be monitored as the City grows to ensure that these advantages are maintained and enhanced. Liveability is one of Ottawa's competitive advantages and one that can help the City strengthen its position within the Toronto-Ottawa-Gatineau-Montreal mega-region.

New types of employment can also be anticipated in support of the City's transition to a low carbon economy. This includes new sectors in the construction industry working towards higher performance new buildings and deep energy retrofits. Large-scale renewable energy projects, particularly solar photovoltaic, energy storage and district energy, are expected to grow significantly over time.

2) Accommodate growth of post-secondary educational institutions (PSIs) and hospitals to support Ottawa's knowledge-based economy and health needs

Post-secondary educational institutions (PSIs) and hospitals are critical to the City's strength within the knowledge-based economy. In planning for a strong knowledge economy, the City will continue to assist, where appropriate, the post-secondary educational institutions in achieving their long-term goals. The City will work with PSIs and hospitals to help accommodate growth needs. The City supports the development of a new Civic Hospital campus and enhancements to other hospitals to meet the needs of a healthy growing city.

PSIs and hospitals are encouraged to create and maintain campus master plans in consultation with the City, surrounding neighbourhoods and other stakeholders. PSIs should provide for on-site housing for use by students, staff and faculty of such institutions. PSIs are encouraged to focus growth within their existing campus lands, as a first priority PSIs and hospitals will be supported in their efforts to better serve residents and businesses throughout the region by:

- a) Supporting and advancing research and development alliances;
- b) Supporting new enterprises in partnership with the business community on campuses;
- c) Linking to the growth of biomedical and biotechnology enterprises;
- d) Developing the skills of Ottawa's labour force as organizational and technological innovations shape economic prospects;
- e) Promoting the design of campuses with a high quality of public realm organized to promote visual and physical links with adjacent areas of the City;
- f) Connecting major institutions to the network of bicycle routes and pedestrian linkages; and
- h) Establishing new universities, colleges and hospitals or campuses thereof in locations with access to rapid transit and improving transit services to existing universities, colleges and hospitals not currently served by rapid transit. Should new or additional lands be required, development will be in accordance with Subsection 4.3 (Large Scale Institutions and Facilities).

3) Direct major employment to Hubs, Corridors and Special Districts

Jobs that are compatible and can mix with residential uses will be located within Hubs, Corridors and Special Districts. Additionally, employers with the highest employment densities, such as office uses, hospitals, as well as larger retail clusters that draw people from beyond the adjacent neighbourhood, are expected to locate in proximity to rapid transit stations.

4) Integrate economic activities with residential and other land uses

An employment area is generally a cluster of employment uses, such as traditional business parks built for manufacturing, warehousing, logistics, fuel depots; and corporate office parks for research and development. The *Provincial Policy Statement* requires municipalities to protect and preserve employment areas for current and future use. In jurisdictions whose economies are more heavily reliant on manufacturing, warehousing and other high-impact activities, this protection serves to maintain a supply of suitably located and suitably priced lands for these types of jobs and to protect them from residential development pressures.

Most employment in Ottawa, however, is knowledge-based and primarily office-based. While it remains relevant to keep high-impact nuisance uses away from homes, the same is not the case for office-based jobs. Furthermore, today's knowledge-based employers typically do not prefer segregated locations, but seek vibrant, mixed-use environments where their workforce can enjoy a range of services, activities, amenities and residential opportunities in the context of a 15-minute neighbourhood.

In this context, therefore, office and knowledge-based employment areas should not be segregated from other uses and should be allowed to evolve into mixed-use areas. This also provides more flexibility in responding to the impacts of how people live within and move through neighbourhoods post-COVID-19 pandemic. It supports longer term pandemic and economic resiliency through bringing workplaces closer to where people live and more integrated into neighbourhoods. High-nuisance uses, however, should continue to be separated from sensitive uses. Land shall be protected and preserved for their current and future use.

Commercial and community uses within Neighbourhoods are generally service oriented and are limited in size or area. These uses tend to be schools, community centres, recreational facilities, libraries and smaller scale commercial uses including limited retail, restaurants and personal service businesses. These uses are part of achieving 15-minute neighbourhoods. Some Neighbourhood areas, depending on their specific context, may have requirements for minimum employment uses and/or density.

5) Create conditions for small-business growth

Small and start-up businesses in a range of sectors, from retail to small-scale manufacturing, creative and cultural industries, consulting and people services, where they do not create incompatibilities or nuisances, need to be nurtured and supported through regulations that provide opportunities to use a variety of spaces in a way that minimizes initial start-up costs and ongoing overhead. Through this Official Plan and the implementing Zoning By-law, the City will be simplifying the rules that apply to small businesses so that more are permitted as of right.

Commercial services are an important element for 15-minute neighbourhoods that provide residents, workers and tourists with their daily and weekly needs. These areas are ideal for small-businesses and this Plan intends to promote their growth through land use permissions, increasing viable transportation options and enhancing and animating the public realm to improve overall user experiences.

6) Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses

Within the urban area, employment uses that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods, and have potential adverse impacts on adjacent sensitive uses, require clustering of similar type uses located in Industrial and Logistics and Mixed Industrial areas. These uses tend to be manufacturing, construction, storage, trades and logistics related. Many of these land intensive, high-impact uses are also located within the rural area. These clusters provide an important function and will be protected as Rural Industrial and Logistics areas.

7) Support growth of important economic generators through Special District policies

Certain areas that have a unique economic development context and require a tailored policy approach to development are located within Special Districts. These areas fall into two categories: city-defining Special Districts which includes Parliament and Confederation Boulevard, Rideau Canal, ByWard Market, Lansdowne and Ottawa River Islands Special Districts and Special Economic Districts which includes Kanata North and the Ottawa International Airport.

Tourism is a major employment sector in Ottawa. In 2016, ongoing activities carried out by businesses that serve tourists represented over 30,600 full time jobs with employees earning \$1 billion in direct wages and salaries.

The Kanata North Economic District and the Ottawa International Airport Economic District are major economic engines for the City and will continue to play an important role in the future. Kanata North is a nationally significant technology cluster and a major contributor to Ottawa's metropolitan economy. It is a large area of approximately 500 hectares of land with, as of 2020, more than 24,000 tech jobs and 540 companies. The Ottawa International Airport plays an important role in the mega-region as part of the transportation network providing connections regionally, nationally and internationally for both people and goods. It functions as a gateway to the City and a transportation hub, which includes connections to the O-Train network. Each year, more than 5 million travelers pass through the airport and more than \$2 billion in economic activity takes place in the vicinity. There are opportunities in the surrounding area to broaden the employment and commercial uses that benefit from proximity to the airport and O-Train connection.

These areas require their own unique and flexible planning regimes that allow them to adapt over time and be nimble enough to respond to new business and employment opportunities. Planning policies should focus less on land use and more on form and appropriate integration with their economic functions.

The City has a number of other economic districts that have their own secondary plans or area-specific policies. These include Bayview Yards, the new Ottawa Hospital Civic Campus and the Carp Road Corridor as well as an emerging economic district in the Highway 174 Corridor, where there is a Secondary Plan Study in process.

8) Protect locations for activities related to goods movement including freight, storage and logistics

Major goods movement facilities and corridors that support strategic freight, storage and logistics locations shall be protected for the long term. Land in strategic locations with proximity and access to provincial 400 series highways is required in both the urban and rural areas to accommodate industrial, warehousing and logistic type uses. These types of uses need larger separation distances from residential uses and require access to a highway interchange. Likewise, new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be supportive of, and not conflict with, the long-term purposes of the corridor by mitigating or minimizing negative impacts. These sites should be protected for this use provided they are not on lands designated Agricultural Resource Area.

9) Support rural economic development throughout all sectors

Ottawa also has one of the largest rural areas of any city in Canada. The rural area makes up 80 per cent of the City, is home to over 86,000 residents and over 2,000 businesses which includes approximately 1000 farming operations. It plays an important economic function in Ottawa, with rural businesses generating approximately \$1.96 billion in annual revenues. Ottawa's rural area is dominated by high-value industries such as agriculture, construction, mineral extraction, manufacturing and warehousing. The rural area is also home to 26 villages, which have varying degrees of enterprise and economic activity. Rural villages and their mainstreets are important to the vitality of rural areas as hubs for essential services and a central component to identity, culture and heritage.

Current challenges for business development within Villages and the rural area can be attributed to the availability of infrastructure services such as water, wastewater and stormwater; the concentration of commercial and institutional uses in Villages or the urban area, with limited support for Rural Countryside areas; overly prescriptive definitions of home occupations; gaps in the local farm-to-table food chain, including in local food production, processing and packaging; lack of connectivity in both technology (internet) and mobility (transit); and the impacts of climate change and expansion of the urban area on agricultural production. By providing greater flexibility in land uses throughout the general area while ensuring protection of prime agricultural lands, the City will encourage the growth of businesses which support the rural community and attract tourism. A Community Planning Permit System, a tool allowing for a consolidated approval process for developments that would have otherwise been subject to multiple planning approvals, will be pursued in the Rural Transect. That system will help streamline approvals and provide greater flexibility, in support of the rural economy.

The economic activities in the rural area are varied and provide an important function to the City. It is critical to protect important resources as well as strategic locations for current and future use while allowing for innovation and flexibly for complementary uses in order to support growth and a sustainable rural economy. Industry jobs such as agriculture and resource extraction primarily occur in the rural areas and are protected as Agricultural Resource Areas, Bedrock Resource Areas and Sand and Gravel Resource Areas. While these employment sectors may not be dense employment areas, they comprise a significant land area.

Villages will continue to be a focus for employment and services and secondary plans establish more detailed categories for land use. However, this Plan recognizes that employment in the rural area can be associated with residential uses as home occupations and that certain services are advantageous to locate in more rural settings closer to customers, provided that they are supportive of a rural lifestyle. Higher- nuisance uses that are not appropriate in villages will generally be accommodated in Rural Industrial and Logistics areas, which shall be located in strategic locations with access to provincial 400 series highways or near resources, such as aggregates.

Do you want to know where the embedded economic development policies are located in the Official Plan?

Policies that implement economic development objectives are identified throughout the Official Plan by the economic development icon



A sample of the policies are:

Sections

| 3.1 | 3.2 | 3.4 | 3.5 | 4.1.6 | 6.1.1 | 6.1.2 | 6.3.1 | 6.4.1 | 6.5.1 | 9.1.1 |
9.1.2 | 9.3 |

2.2.3 Energy and Climate Change



Climate change is the greatest global threat in the 21st Century according to the World Health Organization. A 2019 report from the Government of Canada found that Canada is warming at twice the rate of the rest of the world and the costs of natural disasters, such as floods and fires, have risen dramatically. Climate change impacts people's health and safety, their communities, infrastructure, economy and the natural environment.

Municipalities have a responsibility to mitigate greenhouse gas emissions and adopt measures to adapt to climate change, and many cities across the country have declared a climate emergency, such as Ottawa, who did so in 2019.

Ottawa shall be a city that is energy conscious, reduces emissions and is more resilient to the impacts of climate change. In carrying out our municipal responsibilities, the City can influence roughly half of our total community-wide greenhouse gas emissions. The Official Plan plays a critical role in achieving the Council-approved long-term target to reduce community emissions 100 per cent by 2050 (see Figure 1).

In addition to taking significant steps to reduce our emissions, Ottawa must also prepare for the impacts of a changing climate. A liveable city is one where people can live, work and play in all future climate conditions. Local climate projection studies show that in the coming decades, Ottawa will be much warmer year-round and could have four times (~43 days) as many very hot days (over 30°C) by the 2050s as during the 2010s. There will be more precipitation, with wetter winters, springs and falls and drier summers. Seasons will shift with shorter winters and more freeze-thaw events. Our city needs to be prepared for extreme events such as heat waves, high winds, heavy rains and freezing rain.

Implementation of climate-related policies will be done with an equity and inclusion lens that examines how people are affected differently by climate change and considers the needs of the vulnerable. While the Official Plan sets out goals and policies that embed climate considerations as part of the land use framework, the City's broader goals and objectives with respect to climate mitigation and adaptation are contained in the Climate Change Master Plan. The policies of this Plan should be read as supportive of the Climate Change Master Plan.

WHAT WE WANT TO ACHIEVE

- 1) Plan a compact and connected City
- 2) Apply sustainable and resilient site and building design as part of development
- 3) Prioritize a shift to energy efficient transportation modes
- 4) Enable the use of local renewable energy sources
- 5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat
- 6) Build resilience to future flood risks and increased stormwater runoff
- 7) Protect trees, wetlands and other natural areas and use nature-based solutions
- 8) Enable sustainable local food production



Policy Intent:

1) Plan a compact and connected city

Ottawa will meet the demands of the 21st Century by planning sustainable, liveable and resilient communities which consume less energy for transportation and housing. Given 90 per cent of the City's total emissions originate from the building and transportation sectors, higher-density development will be encouraged in areas that are close to transit and within walking distance of a wide range of services. Promoting compact urban built form with a mix of land uses and housing options will ensure both energy efficient and sustainable patterns of development over the long term.

2) Apply sustainable and resilient site and building design as part of development

Buildings are the largest energy consumer in Ottawa and account for the largest share of greenhouse gas emissions. Site design also influences healthy communities and sustainable transportation choices. To achieve both climate mitigation and adaptation objectives, sustainable and resilient design measures will be applied as part of site planning and exterior building design, in order to:

- Conserve energy and improve the energy and emission performance of buildings with a target of net zero emission homes by 2030;
- Support the adaptive reuse or retrofit of existing buildings;
- Shift the economy by supporting new low carbon technologies and trades such as geothermal systems and district energy systems in areas of the City containing higher thermal energy density;
- Reduce peak demand and build resilience to power disruptions;
- Protect health by reducing the urban heat island effect and improving access to shade and other cooling amenities;
- Reduce flood risks and manage increased stormwater runoff; and
- Enable active transportation, transit use and outdoor recreation in all weather conditions.

3) Prioritize a shift to energy efficient transportation modes

The second highest source of emissions in Ottawa is transportation. In order to reduce greenhouse gas emissions, the reliance on the personal automobile needs to be replaced with active and zero emission transportation modes such as public transit, walking and cycling. The societal uptake of electric vehicles also offers a low carbon alternative for Ottawa residents, but continued reliance on low-occupancy private vehicles does nothing to relieve congestion, and that model has to change. To support Ottawa's transformation to low carbon transportation options, land use patterns and mobility considerations will require frequent and efficient public transit service as well as sustainable transportation infrastructure and other investments. This may include, for example, segregated cycle tracks and electric vehicle charging stations along streets and within parking areas.

4) Enable the use of local renewable energy sources

Locally generated energy reduces greenhouse gas emissions while building resilience to fluctuating energy availability and costs. In 2017, only 5 per cent of the City's total energy consumption was generated or supplied from local, renewable sources. Ottawa will need to transition quickly to the use of energy supplied from green, renewable and local sources over fossil fuels to reduce greenhouse gas emissions, support current and future housing and employment and protect Ottawa's long-term energy security and stimulating investments that will grow our local economy. Building local renewable energy sources will be achieved by:

- Facilitating small scale local energy generation and storage as well as identifying areas suitable for larger utility scale generation, including solar, wind and hydropower; and
- Diverting waste from landfill to promote material reuse, resource recovery and energy generation.

5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat

Rising temperatures due to climate change will affect the liveability of our communities. The design of the built and natural environment also 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. Mitigating the impacts of heat and protecting the most vulnerable will require actions such as providing more shading, reducing the urban heat island effect and providing access to cooling amenities. These actions will also be integrated into the City's various design guidelines.

6) Build resilience to future flood risks and increased stormwater runoff

Flooding is now the costliest type of natural disaster in Canada. Floods damage property and infrastructure, contaminate drinking water and affect people's safety, finances and physical and mental health. Changing snow and rainfall patterns and increases in the total amount and intensity of rainfall can increase flooding near watercourses and in neighbourhoods. Increased stormwater runoff also negatively impacts local watercourses. Resilience to floods and the ability to manage increased stormwater runoff will be strengthened by:

- Restricting development in flood plains and 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, including extreme weather events; and
- Using Low Impact Development stormwater management features where feasible to manage smaller, frequent rainfall events.

7) Protect trees, wetlands and other natural areas and use nature-based solutions

Nature builds resilience to the impacts of climate change through flood protection, heat mitigation, stormwater management, biodiversity and improved mental, social and physical health. Natural resilience to climate change can be enhanced by:

- Protecting, enhancing and managing trees, shorelines, wetlands and other natural areas for the climate services they provide;
- Considering and mitigating the impacts of climate change on the natural environment; and
- Managing the risks of wildland fire.

8) Enable sustainable local food production.

Agriculture can be both a contributor and a solution to climate change. Climate change will impact global food production through rising temperatures, shifting precipitation patterns and risk of droughts and extreme weather events that damage crops. These global climate impacts can affect the availability and price of food in Ottawa as supply chains are disrupted. Local farming also needs to adapt to changing climate conditions and can reduce emissions by sequestering carbon through regenerative practices such as low-tillage or agro-forestry. Local agriculture businesses in Ottawa have already shown their capacity to innovate in areas such as beneficial capture and reuse of previously wasted energy.

Ottawa is fortunate to have a robust agricultural sector and can enhance food security and build resilience to these global impacts by:

- Protecting agricultural lands;
- Supporting the diversification and resilience of the agricultural economy, including the importance of indoor and outdoor crop production;
- Supporting community gardens and enabling produce to be grown, processed and distributed across the city, including in urban areas and villages; and
- Encouraging agricultural operations to deploy practices that adapt to future climate conditions and sequester carbon.

In addition to the Official Plan, other City plans and programs are key in meeting our climate change goals. The Climate Change Master Plan and associated Energy Evolution and Climate Resiliency strategies provide the analysis and action plans for City-wide action. The Infrastructure, Transportation, Solid Waste, Parks and Recreation Facilities and Greenspace and Urban Forest Master Plans shall include policies and programs to help meet our emission targets and adapt to future climate conditions. Climate mitigation and resiliency shall also be reflected in long-range plans and programs on asset management, capital planning and finance to ensure a strategic, harmonized approach.

Do you want to know where the embedded energy and climate change policies are located in the Official Plan?

Policies that implement energy and climate change objectives are identified throughout the Official Plan by the energy and climate change icon



A sample of the policies are:

Sections

| 3.2 | 3.3 | 4.1.3 | 4.1.4 | 4.4.6 | 4.6.3 | 4.6.4 | 4.7.1 | 4.9.1 | 4.10.3 | 4.11, Policy 3
7.3 | 11.1 | 11.3 | 5.1.1 Policy 5 | 5.6.4.1 | 10.1.3 | 10.3



2.2.4 Healthy and Inclusive Communities



Liveable communities shall foster health, inclusivity and sustainability to meet the challenges of the 21st century. The City’s physical layout and design play an important role in shaping health and well-being by enabling Ottawa’s diverse population to thrive and live their lives to the fullest.

Ottawa, like the rest of Canada, is facing growing health challenges with accompanying rising health-related and societal costs that cannot be addressed by the health care sector alone. Ottawa’s population is ageing. Chronic diseases, such as cancer, heart disease, dementia, cerebrovascular disease and diabetes, are the leading causes of death in Ottawa. Physical inactivity, unhealthy eating and obesity are known to contribute to these diseases. Mental health challenges such as social isolation and loneliness are also health concerns in our communities. Climate change and extreme weather impacts are increasingly felt through extreme heat and cold events. Traffic-related air pollution as well as injuries and deaths related to motor vehicles point to the importance of providing safe, convenient and sustainable modes of transportation. In addition, major disruptors such as historic pandemics underscore the importance of building resiliency into our built environments.

WHAT WE WANT TO ACHIEVE

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

The built and natural environment can influence all these conditions, with significant effects on quality of life and well-being. The Official Plan requires the development of healthy and resilient communities through establishing the built and natural environment conditions that are needed to sustain long-term health. The Official Plan is one tool to promote positive health outcomes, while other City strategies and initiatives can help advance population health in matters beyond land use.

Photo by: City of Ottawa



Policy Intent:

1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities

Healthy, walkable, 15-minute neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land uses; this includes a range of housing types and affordability, shops, services, access to food, schools and local child care, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free.

15-minute neighbourhoods allow people to walk to meet their daily or weekly needs by bringing destinations closer together. They enable easy, safe and enjoyable connections between destinations (See Figure 5).

15-minute neighbourhoods are an important strategy for creating the conditions for healthier, more sustainable neighbourhoods. 15-minute neighbourhoods promote social and physical health as they help make the healthy choice the easier choice. They also foster health through supporting community identity, cultural expression, social connections and advance equity and inclusion goals. They help reduce greenhouse gas emissions through enabling the use of sustainable transportation modes and decreasing reliance on personal vehicles. 15-minute neighbourhoods support resiliency to major disruptors and events such as pandemics by promoting sustainability, social cohesion, ensuring that people have local access to goods and services within their community using sustainable transportation modes and opportunities for exposure to nature.

Where the conditions for, and components of, 15-minute neighbourhoods exist, the intent of this Plan is to maintain and strengthen them. Where conditions for, and components of, 15-minute neighbourhoods are not all present, the intent of this Plan is to seed them and permit them so that they can materialize over time.

15-minute neighbourhoods vary from one context to another and are always evolving. Depending on the local context and the people that live there, there are a range of features and characteristics. Key attributes of 15-minute neighbourhoods include,

Components:

- A mix of housing for a range of incomes;
- Population levels and residential densities that support local shops and services;
- Public service facilities such as parks and public spaces, schools, community centres, licensed child care centres, recreational facilities and libraries. Publicly accessible places for people to connect that contribute to quality of life and well-being are especially important as neighbourhoods continue to intensify;
- Neighbourhood retail and commercial services in order to reduce travel time for daily needs and provide jobs and other economic opportunities for residents;
- Access to healthy food through grocery stores, community gardens, urban agriculture and farmers markets.

Sustainable Mobility:

- Shaded pedestrian and cycling-friendly streets and pathway networks connecting residents to amenities and services that provide a viable alternative to the use of a private automobile;
- Safe and convenient environments for children and youth to play, and to walk, cycle or take transit to school; and
- Safe and convenient access to transit.

Urban Design:

- High-quality, human scale urban design that creates a sense of place. This includes a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green. This will change the way the spaces on streets are allocated on a temporary basis through events or pilot projects and on a permanent basis where Council approves a permanent rebalancing, such as a woonerf, that is consistent with transportation plans; and
- A public realm that fosters social connections by inviting people to be in, rather than only travel through places, in all seasons.

Existing communities will evolve over time into healthier, more connected and complete 15-minute neighbourhoods as development and road re-construction occurs. This evolution depends on a mix of uses, a mobility network that enables sustainable transportation and urban design that prioritizes safe and comfortable environments. The concept of 15-minute neighbourhoods is intended to guide the evolution of existing neighbourhoods, as well as new greenfield development.

The components of 15-minute neighbourhoods will be advanced through a range of planning tools and processes. The policies of the Official Plan enable 15-minute neighbourhoods through many implementing policies. This includes broad land use permissions in concentrated areas that are within a 15-minute walk to residents. This Plan also acknowledges that other stakeholders outside of the land use planning realm will play a role in advancing 15-minute neighbourhoods. City Master Plans, local plans and guidelines will provide more detail and geographic specificity to guide the evolution of these neighbourhoods.

2) Build accessible, inclusive communities, and design for all ages, including children and older adults

Health is shaped by the conditions in which we live, work and play. These are known as the social determinants of health and can affect some groups' health and well-being more than others. Inequities in communities can be mitigated through the design of the built environment. Planning decisions shall support development of equitable, inclusive, gender and age-friendly communities in ways that build the City's vibrancy and resiliency and foster community health and well-being. Plans and policies shall ensure that communities and places are designed to consider a diversity of experiences, including children, older adults, people with disabilities, women and gender-diverse persons, those identifying as 2SLGBTQIA+ and people living with lower incomes. An equitable and inclusive community considers the needs of various cultural groups and seeks to reduce barriers and promote equity for people who are racialized. It integrates opportunities to advance reconciliation and engage with Indigenous peoples. Neighbourhoods designed to be inclusive help to ensure communities are built for everyone, meet needs across the lifespan and contribute to overall health and quality of life.

Healthy, inclusive communities:

- Integrate and honour Indigenous values, knowledge and cultures in city-building, through relationship-building and engagement. This includes through Indigenous representation in planning, placemaking, as well as environmental stewardship;
- Integrate age-friendly design by considering the needs of children and older adults, and support aging-in-place;
- Are designed to be universally accessible;
- Provide housing across the city for a range of ages, income levels and backgrounds, and help meet housing needs across the lifespan;
- Support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, convenient active transportation infrastructure and sustainable mobility options that can be used all seasons, including winter;
- Support placemaking features that consider the needs of women, children and older adults and cultural groups. This could include child-friendly urban design, inclusive public gathering places and cultural assets; and
- Leverage opportunities to respond to land use, transportation and infrastructure needs in neighbourhoods identified in Ottawa's Neighbourhood Equity Index, as having strong equity concerns. Master plans, local plans and development can help strengthen neighbourhoods, providing a better quality of life.

3) Promote health through sustainability

A healthy community is one that supports sustainable environments for present and future generations. Health is promoted through conserving, protecting, rehabilitating and creating safe environments.

In addition to Subsection 2.2.3, a healthy community is also protected through:

- Promoting resilient, sustainable and health-supportive building design;
- Recognizing the value of trees and access to greenspaces, parks and trail systems;
- Protecting health from natural and human-made hazards, including buffering sensitive land uses from traffic-related air pollution;
- Supporting the diversification and resilience of the rural economy;
- Allowing for community gardens, farmer markets and indoor and outdoor crop production in urban areas and villages to promote equitable access to healthy food; and
- Promoting a zero-waste Ottawa through progressive, collective and innovative action resulting in the reduction and reuse of water, diversion and resource recovery materials such as food and organic waste so that minimal residual waste is sent to landfill.



Photo by: City of Ottawa

4) Advance human health through decision-making on the built environment

Land-use practices should be conducive to good health. Policies, plans, guidelines and decision-making that flow from this Official Plan shall recognize the interdependencies between health and the built environment. They enable positive health outcomes and are sensitive to the trade-offs needed to achieve healthy and inclusive communities overall. This includes considering the health and equity implications associated with housing, transportation, parks and public spaces, urban design and the natural environment.

Policies are embedded throughout this Official Plan to advance healthy and inclusive communities' goals through development, the preparation of local plans, other City master plans and design guidelines.

Mental health can be promoted through exposure to trees, parks and greenspace and natural environments. Mental health is also supported through creating spaces that enable social connections, fostering community involvement, supporting access to community resources and encouraging a sense of belonging. Regular physical activity, with all the positive health co-benefits, can be encouraged through designing safe, all-season and convenient active transportation infrastructure for walking, cycling and transit, as well as trail systems in all communities. Health hazards can be mitigated through protective practices.

Sustainable environments have wide-ranging positive health impacts. The basic conditions needed to sustain health, such as housing and access to daily amenities such as food, are fostered through a supportive surrounding built environment. Overall, community resiliency and a healthy population can be supported through all-season active transportation networks, access to local amenities and healthy and green urban design.

Figure 5

15-Minute Neighbourhood



Do you want to know where the embedded **Healthy and Inclusive Communities** policies are located in the **Official Plan**?

Policies that implement healthy and inclusive communities objectives are identified throughout the Official Plan by the healthy and inclusive communities icon



A sample of the policies are:

Sections

| 3.2 | 3.3 | 4.1.1 | 4.1.2 | 4.2 | 4.4 | 4.6.3 | 4.6.6 | 4.8.2 | 4.10 | 5.4.4 |
 6.1.1 | 6.2.1 | 6.3.2 | 6.3.3 | 9.4.1 | 10 | 11.1 | 11.3 |

2.2.5 Women and Gender Equity



Equity for women and gender diverse persons is an important dimension of planning a healthy and inclusive city.

Although gender roles have changed considerably over the past decades, this is not necessarily reflected in our urban fabric. Planning processes that recognize intersectionality, or the way that people’s social identities can overlap, creating compounding experiences of discrimination, help create inclusive communities. For example, women who are immigrants may face additional barriers, such as lack of affordable housing or inhospitable pedestrian environments.

Gender inequities persist in Ottawa. Women earn less relative to men. Women frequently handle household and care tasks, which require more complicated commute patterns. If these differences are not understood and addressed, then planning interventions can be uneven and inequitable. This includes developing tools and strategies in key areas of planning: land development, housing, transportation, recreation, child care and public engagement.

Incorporating gender as a planning consideration can improve the quality of life for all residents.

WHAT WE WANT TO ACHIEVE

- 1) Meet the housing needs of women
- 2) Improved mobility options for women
- 3) Improved access to amenities



Photo by: istock photo



Policy Intent:

1) Meet the housing needs of women

In Ottawa, in 2021, 80 per cent of lone parent families are led by women, and 90 per cent of one-parent families, that are on the centralized waiting list for affordable housing, are female-led families. It is therefore crucial that as neighbourhoods continue to intensify, a broad range of market-affordable and core affordable housing options are available. Housing that supports gender equity includes housing that meets the needs of families with children, including the availability of family sized units, spaces to play, shared communal spaces within buildings, space for stroller and bike parking.

2) Improve mobility options for women

Women rely more on public transit than men. Women's routines and family work frequently include child care and care for others and their daily trip patterns are often characterized by more stops as a result. Recognizing these patterns and considering the diverse range of transportation experiences, specifically with public transit, impacts how services are planned.

3) Improve access to amenities

15-minute neighbourhoods are neighbourhoods that support daily needs by providing range of local amenities advance more gender-equitable environments that are available on foot, by cycling, or using transit. These amenities include the provision of basic shopping, parks, libraries, recreation and other community infrastructure that are an essential support for those who frequently handle household and care tasks.

A particularly important land use in supporting gender equity is child care. The built environment can support women's ability to fully participate in the workforce and in public life through the provision of adequate and accessible licensed child care centres close to where people live.

Good planning should make a city more liveable for all notwithstanding that the way a city is experienced can be very different across community groups. To align with the City of Ottawa's Gender Equity Strategy, planning at all stages, including zoning and transportation studies, the development of local plans and the review of development applications against the policies of the Official Plan, needs to identify and respond to the priorities, preferences and concerns of women and gender diverse persons.

A city that is planned to consider the needs of women provides many benefits to the population as a whole. This can be achieved in the following ways:

- Indigenous, racialized, older women, immigrant women and gender diverse persons are identified as priority populations;
- Embedding gender analysis in City policy plans to provide a coordinated approach to achieving gender equity for all, including people who are marginalized;
- Disaggregating planning data by race, gender, age, socio-economic status and other equity factors to ensure that all needs and experiences are taken into account in planning processes;
- Actively seeking input from women and gender diverse persons, including traditionally underrepresented groups through all consultation processes;
- Encouraging the development of walkable, 15-minute neighbourhoods that meet the needs of all women and include community-oriented uses such as community centres and libraries;

- Ensuring the availability of appropriate housing in all neighbourhoods for families led by women;
- Encouraging the development of buildings with units for a range of income levels as well as larger units to accommodate families for ownership and at all levels of market-affordable and core-affordable rents;
- Encouraging the design of buildings and site plans that are able to provide amenities that meet the needs of families with children, including convenience retail amenities, ground floor stroller and bicycle storage, children’s play areas and areas for socialization;
- Providing women and gender diverse persons fleeing violence with safe options including family-sized units in shelters, transition and supportive housing;
- Providing parks where children can play in all neighbourhoods and ensuring that there are opportunities for recreation, leisure activities and cultural expression in the Downtown Core and Inner Urban transects to meet the needs of an increased population;
- Ensuring transit planning considers women’s travel patterns and recognizes that different groups of women may have different travel patterns;
- Improving walkability with shorter blocks, introducing sidewalks where there are none (or if sidewalks are not feasible, lowering vehicular speeds), wider sidewalks, rest areas, safe crossings and adequate space for trees. Longer blocks can create barrier effects, and to avoid them public passageways should be defined;
- Ensure that adequate lighting is provided and that more separated cycling facilities are built so people feel safe cycling and walking; and
- Ensuring that the Zoning By-law allows spaces in all communities, including the City’s newest greenfield areas, for licensed child care centres and that local plans include direction on the provision of adequate child care facilities.

Do you want to know where the embedded Gender Equity policies are located in the Official Plan?

Policies that implement gender equity objectives are identified throughout the Official Plan by the gender equity icon



A sample of the policies are:

Sections

| 4.1.1 | 4.2.2 Policy 1 | 4.2.3 Policy 1 | 4.2.4 | 4.4.1 | 4.4.2 | 4.6.3 | 4.8.2 | 4.8.3 Policy 2 | 4.10.1 Policy 2 | 10.4 Policy 1 | 11.3 | 11.4

2.2.6 Culture



A liveable city is based on the understanding that places exist for social, creative and cultural activities by all residents. Community cultural spaces are necessary to encourage expression, better health and interaction.

Access to culture has a direct impact on quality of life and a sense of well-being. A vibrant culture is evidence of a healthy, active and creative city – one that promotes a sense of identity and inclusiveness and fosters personal and cognitive growth. The benefits of culture are reflected in greater social cohesion and a healthy and growing creative economy. A vibrant culture also attracts and retains talent, new business and tourism and increases the City’s global profile. In this regard cultural planning and the identification and development of cultural assets offers a way to improve quality of life, liveability and grow and diversify the economy.

The culture policies in this Plan relate to the incorporation of cultural considerations in land use planning. Cultural related policies in the Plan address the need for new development to consider the role of culture in creating a sense of identity and pursuing equity and inclusion. This is particularly significant for groups that are marginalized. Cultural policies have been embedded throughout this plan to support the four objectives outlined below.

WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

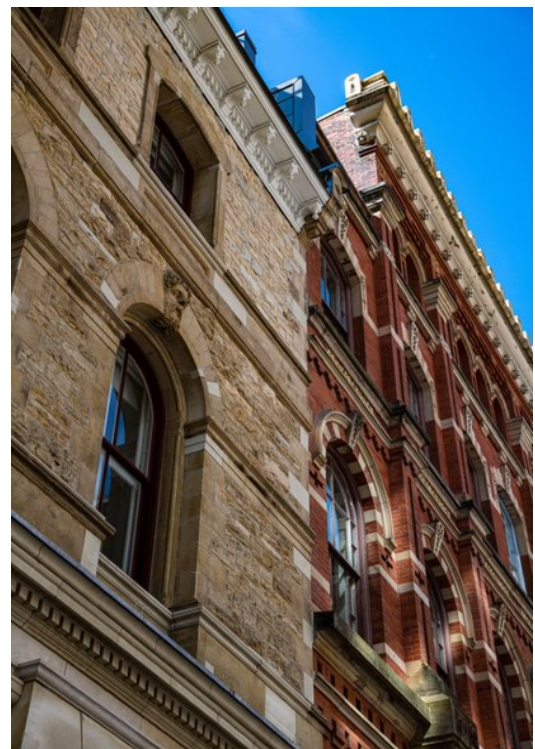


Photo by: City of Ottawa



Policy Intent:

1) Create spaces and places for culture to live, grow and innovate

The development and preservation of spaces for artistic, cultural and heritage activities will be supported throughout the City. Co-location of artistic, cultural, sporting and recreational activities where possible will be encouraged as a way to promote vibrant and liveable 15-minute neighbourhoods, villages and community hubs. Preserving our unique cultural, natural and built heritage, including places and stories significant to the Algonquin Anishinabe Host Nation, ensures that Ottawa remains an enjoyable place to live and reflects our commitment to reconciliation and recognition of Indigenous peoples as the first inhabitants of this land. A city rich in cultural and built heritage is also an attractive destination for tourism and investment.

2) Reinforce neighbourhood and place identity through architecture and urban design

The image of Ottawa and of its neighbourhoods is constructed over time by its unique range of architectural expressions, its urban design sophistication and the look and feel of its public realm. The built environment shall continue to play a role in defining, reinforcing and conveying the image of Ottawa to its people and to the world. Underrepresented cultural communities, in both urban and rural areas, will be highlighted and commemorated throughout Ottawa.

Preserving our unique cultural and built heritage, including places and stories significant to the Algonquin Anishinabe Host Nation, ensures that Ottawa remains an enjoyable place to live, and an attractive destination for tourism and investment.

3) Promote the arts as an important element of placemaking

Art has the power to define a community and create a unique sense of place. It can enhance the urban fabric of a community by creating landmarks, reflect local culture as well as global influences and contribute to social and economic vibrancy. To support local artists, and cultural development more broadly, barriers will be reduced to enable artistic, music and culture events and expression. This includes allocating space in the public realm for cultural expression and ensuring an effective approach to zoning that nurtures cultural development.

Public art in highly visible locations, both within the public realm or on private property, can contribute to an inclusive society by reflecting all culture and gender diversity. These initiatives will be supported throughout the city in accordance with the Public Art Policy, including through allocating money in municipal and P3 capital construction budgets, facilitating the installation of public art on City-owned lands, as well as on private lands through the development process. These important and valuable public art assets will be managed in accordance with the Comprehensive Asset Management Policy.

4) Strengthen the economic impact of the creative and cultural industries

Building on municipal cultural planning initiatives such as the Ottawa Music Strategy, the establishment of special events and film permitting processes, and the work of the Ottawa Film Office, the City will continue to promote culture as an important contributor to economic development, and reduce barriers to enable arts, music and culture events.

The City's inventory of local cultural assets will inform the evaluation of development proposals, support environmental assessments and help identify cultural gaps and opportunities when preparing new local plans.

Supporting existing, or creating new cultural assets can provide economic development, particularly when considering the adaptive reuse of brownfields, development of vacant and/or underutilized sites; and in the expansion or conversion of existing buildings; and mixed-use development

Do you want to know where the embedded Culture policies are located in the Official Plan?

Policies that implement culture objectives are identified throughout the Official Plan by the culture icon



A sample of the policies are:

Sections

| 4.8.1 | 5.1.1 Policy 2 | 5.2.1 Policy 4 | 5.4.4 Policy 1 | 6.2.2 | 6.3.1 Policy 4 | 6.3.3
6.6.1 | 7.1 | 7.2 | 8.4 Policy 3 | 11.3

Section 3.

Growth Management Framework

Photo by: City of Ottawa



Section 3. Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. The growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The City has two distinct areas, an urban area and a rural area. The urban area is comprised of a built-up area where existing development is located, and a greenfield area of vacant lands at the periphery of the urban area. The urban area is a settlement area for the purposes of the *Provincial Policy Statement*, where growth is to be concentrated and where roads, transit networks and municipal piped services are the appropriate form of infrastructure. Within the urban area there are distinct contexts, which this Plan defines as transect policy areas, based on location, and except for the Greenbelt, maturity of development and the degree to which each area functions as a network of 15-minute neighbourhoods. The urban area is defined by the urban boundary.

The rural area is largely made up of natural features and primary resource lands, such as agriculture and aggregate extraction. Villages are concentrations of residential and commercial uses within the rural area and are also settlement areas within the *Provincial Policy Statement*. This Plan provides a distinct framework for the Rural Transect policy area. Village boundaries define the land area that will be used for village purposes within the planning period or beyond.

Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. Most of the employment growth will occur within the built-up portion of the urban area. Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses. Enough land is designated in the urban and rural areas to meet the projected housing, employment and other land uses to 2046.

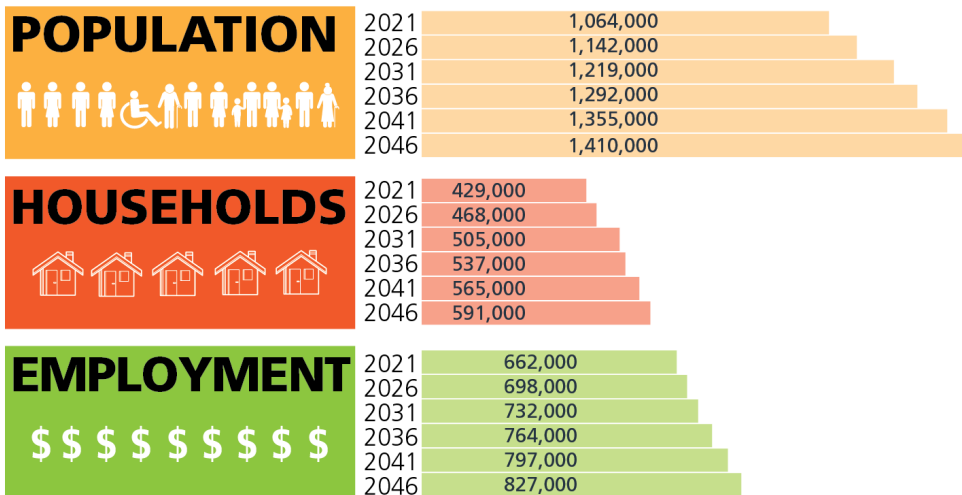
The projected growth to 2046 in population, dwellings and employment (by place of work) is shown in Table 1.

WHAT WE WANT TO ACHIEVE

- 1) Designate sufficient land for growth
- 2) Support intensification
- 3) Design new neighbourhoods to be 15-minute neighbourhoods
- 4) Focus rural growth in villages
- 5) Meet employment needs

Table 1

PROJECTED POPULATION, HOUSEHOLDS AND EMPLOYMENT, CITY OF OTTAWA, 2021 TO 2046



1. Population and households are adjusted for Census undercounting. Population includes institutional residents; households exclude institutional residences and vacant dwellings.

Ottawa’s population is projected to grow 40 per cent from 2018 to 2046, reaching an estimated 1.4 million people. Growth will largely depend on the City’s continuing ability to attract a growing share of international, national and regional immigration, which will account for 79 per cent of the projected growth. Throughout the life of this Plan, the population in Ottawa is expected to be more diverse and older, with the share of the population that is 65 and over increasing from 16 per cent in 2018 to 22 per cent in 2046.

Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments. All of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground-oriented units, but at least 10 per cent will be apartments. The rural area is expected to account for about seven per cent of the new housing, mostly in the form of single-detached dwellings.

Employment is expected to grow by about 189,000 jobs from 2018 to 2046. The Downtown Core will remain the most important employment hub in the City. Inner Urban, Outer Urban Corridors, Hubs and Suburban Town Centres will see their role increase significantly as places for employment growth. Industrial areas and the rural area are also anticipated to accommodate job growth.

The spatial relationship between places of residence, places of work and places of education, commercial and retail services, leisure, worship, entertainment and other needs will continue to

influence future transportation needs. As a strategic direction, the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Where distances need to be covered, the City shall prioritize sustainable transportation modes (notably transit, and access to stations or stops by cycling and walking) over the use of private vehicles. The transect-based policy framework will provide a policy basis for transportation policies that are tailored to each context based on its current realities and on appropriate measures to increase sustainable transportation mode shares based on those realities.

Policy Intent:

- To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt

3.1 Designate Sufficient Land for Growth

1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the *Provincial Policy Statement*.

2) Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.

3) The urban area and villages shall be the focus of growth and development.

4) The City will allocate household growth targets as follows:

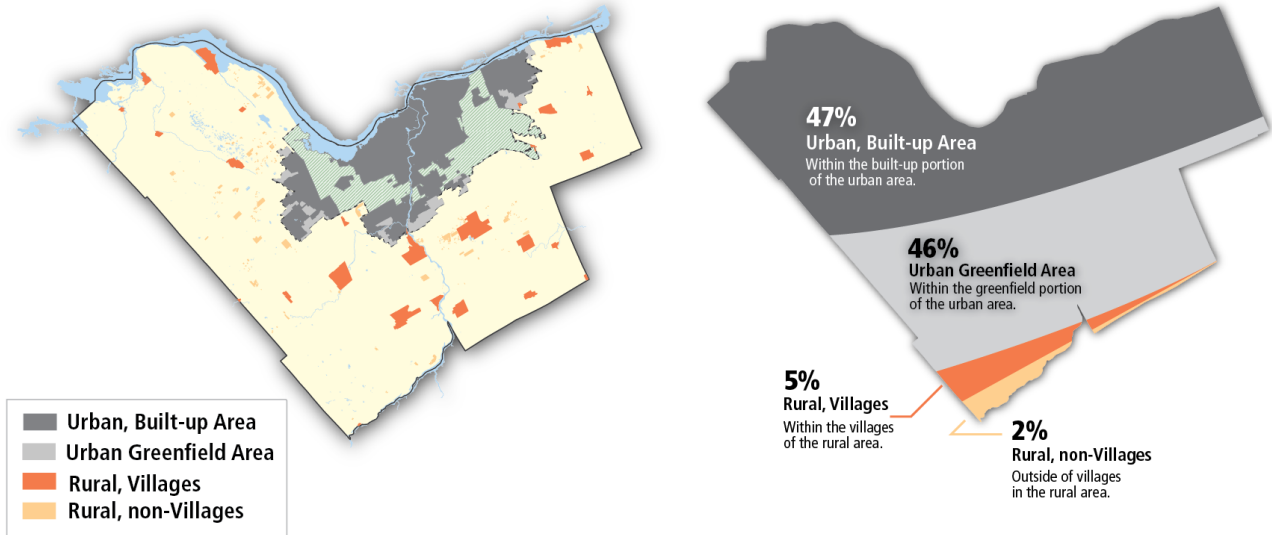
- a) 93 per cent within the urban area where:
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii) 46 per cent is within the greenfield portion of the urban area;
- b) 7 per cent within the rural area where:
 - i) 5 per cent is within the villages; and
 - ii) 2 per cent is outside of villages.

The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.

Figure 6

Geographical Growth Areas

Growth Allocation by Area



5) The identification of new or additional urban area, and new or additional village area, may only occur through a comprehensive review in accordance with the *Planning Act* and *Provincial Policy Statement*.

Evaluation of lands for potential expansion of the settlement area may include, but are not necessarily limited to, the following considerations:

- a) That there are insufficient opportunities within the urban area and villages to accommodate a 15-year supply of market-based residential development;
- b) That there are insufficient opportunities within the City to accommodate projected employment and other land uses;
- c) The required components of municipal infrastructure that are planned or available, have sufficient capacity, are financially viable over their life cycle and protect health, safety and the natural environment. For the purposes of this policy, financial life cycle viability shall include the relative scale of the costs associated with any new or additional area to be serviced, any required system upgrades to provide the required capacity and the inclusion of operations, maintenance and replacement costs post-development;
- d) That lands designated Agricultural Resource Area are excluded from consideration;
- e) Exclusion of lands within or in proximity to the Mineral Resource Overlay are excluded from consideration, and within 300 metres from a Mineral Resource Overlay due to being a sand and/or gravel aggregate resource deposit are excluded from consideration;
- f) That lands designated as part of a natural heritage system are excluded;
- g) That lands with proximity and access to a provincial 400-series highway, including future interchange access, be reserved for Industrial and Logistics uses and that any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features deemed necessary solely within the residential portion of development;
- h) That lands containing or in proximity to major facilities, as defined in the *Provincial Policy Statement*, are avoided. The appropriate distances from major facilities shall consider the adverse

impacts of odour, noise and other contaminants to future sensitive uses in order to minimize risk to health and safety and ensure the long-term viability of the major facility;

- i) That new village lands prioritize locations that provide the best access by sustainable transportation modes to facilities and services, such as schools, neighbourhood facilities, parks, a variety of housing and job opportunities and where connections to municipal water and wastewater services already exist or can be efficiently provided; and
- j) The consideration of any other effect the new or additional lands would have on the ability to achieve the policies of this Plan.

6) Notwithstanding Policy 5), adjustments of urban and village boundaries outside of a comprehensive review may be considered through amendment to this Plan only when all of the following circumstances apply:

- a) There is no net increase in land within the urban area;
- b) There is no net increase in land within villages, except in the circumstance of a transfer of approved lots per Subsection 3.4.8;
- c) The adjustment supports the ability to meet intensification targets identified in Subsection 3.2;
- d) Urban and village expansions do not include agricultural resource lands;
- e) New or additional lands within the urban boundary have appropriate municipal services, and enough existing reserve capacity in accordance with Policy 5 c);
- f) Where available, new or additional lands within a village shall have appropriate municipal services, and there is enough existing reserve capacity in accordance with Policy 5 c); and
- g) Village expansion does not encroach into the buffers from existing suburban areas.

3.2 Support Intensification

This Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

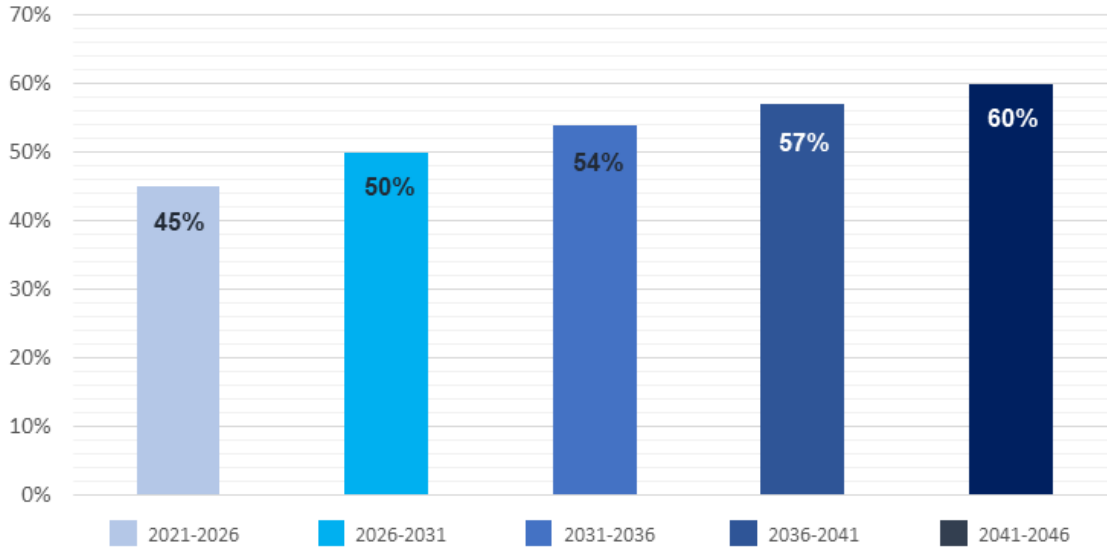
1) The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:

- a) 2018 to 2021: 40 per cent;
- b) 2022 to 2026: 45 per cent;
- c) 2027 to 2031: 50 per cent;
- d) 2032 to 2036: 54 per cent;
- e) 2037 to 2041: 57 per cent; and
- f) 2042 to 2046: 60 per cent.

Figure 7

The target amount of residential dwelling unit growth to occur through intensification

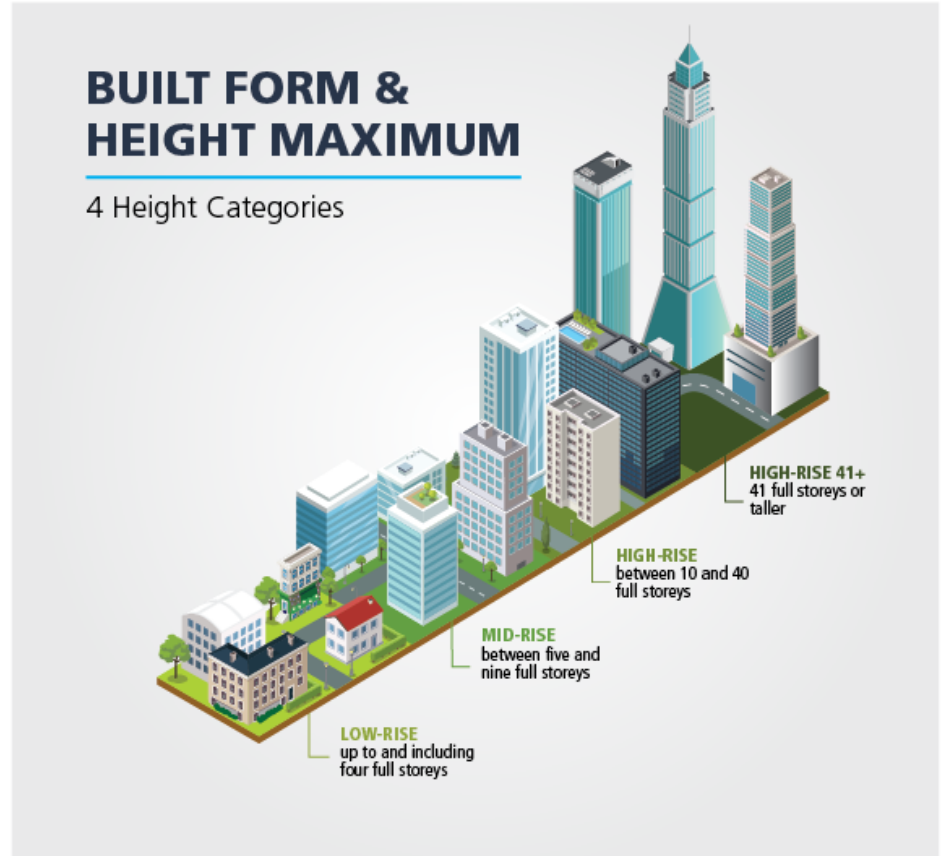
This overall target is anticipated to be achieved through a gradual increase in the intensification throughout the Plan as follows:



The percentage represents the proportion of new **private residential dwelling units** based upon building permit issuance for each year within the built-up portion of the urban area.

DRY

Figure 8



2) Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

5) Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

6) Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown on Schedules B1 through B8.

Definition

Frequent street transit:

Street transit routes identified by OC Transpo that are provided at the next highest frequency after rapid transit, operate seven days a week and play a structural function in the overall transit system.

7) To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, intensification will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:

- a) Alignment with local energy utilities to help control the cost of distribution, facilitate on-site generation and support local distributed energy;
- b) Energy efficient built forms and proximity to a mix of land uses;
- c) Maximize the energy and emission reduction performance of new development or modifications to existing development; and
- d) Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles.

8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

9) The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table 2.

Table 2

Residential Intensification Targets	
	TOTAL
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Table 3a

Hubs, Corridors, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements			
	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare¹	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare²	Minimum Proportion of Large-household Dwellings within Intensification
Hub³			
Algonquin	200	150	Minimum: 5 per cent Target: 10 per cent
Bayshore	200	250	
Bayview	200	250	
Mooney's Bay	200	150	
Downtown	500	350	
Dow's Lake	160	250	
Corso Italia	160	250	
Lincoln Fields	200	250	
Orléans TC	120	150	
Palladium	160	250	
Pinecrest-Queensview	200	250	
South Keys	160	150	
Tunney's Pasture	250	250	
Blair	200	As per Secondary Plan	
Cyrville	200	As per Secondary Plan	
Hurdman	200	As per Secondary Plan	
St-Laurent	200	As per Secondary Plan	
Tremblay	200	As per Secondary Plan	
Lees	200	As per Secondary Plan	
Barrhaven TC	120	As per Secondary Plan	
Kanata TC	120	As per Secondary Plan	
Riverside South TC	100	As per Secondary Plan	
Protected Major Transit Station Areas (PMTSAs) without Hub Designation			
Tallwood and Knoxdale	120	150	
Jeanne d'Arc	160		

Trim	160	250	
Corridor			Minimum: 5 per cent Target: 10 per cent
Mainstreet	120	120	

¹ Gross hectares refers to the area within the designation including non-developable lands such as roads and parks.² Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.³ All Hub areas, unless noted, are PMTSAs. All PMTSAs, including those which are not Hubs are illustrated on Schedule C1.

Table 3b

Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets		
Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare ¹	Minimum Proportion of Large-household Dwellings within Intensification
Downtown Transect	80 to 120	<p>Within the Neighbourhood designation: Existing lots with a frontage 15 metres or wider: - Target of 25 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings;</p> <p>All other cases: none</p> <p>Minor Corridors: No minimum</p>
Inner Urban Transect	60 to 80	<p>Within the Neighbourhood designation: Existing lots with a frontage approximately 15 metres or wider: - Target of 50 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings;</p> <p>Minor Corridors: No minimum</p>
Outer Urban Transect	40 to 60	<p>Existing lots with a frontage 15 metres or wider: - Target of 50 per cent for Low-rise buildings;</p>

		- Target of 5 per cent for Mid-rise or taller buildings; Minor Corridors: No minimum
Suburban Transect	40 to 60	

¹ Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed density ranges are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets as provided for in Policy 12 c) below.

11) Accessory dwellings and coach houses may be counted as part of the residential density target.

12) The density targets in Tables 3a and 3b and the overall Growth Management targets in Table 2 shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:

- a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;
- b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table 3a in larger sites intended for redevelopment within Hubs and Mainstreets;
- c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.
- d) May establish a minimum floor area for large dwellings; and
- e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

13) Where development occurs on properties designated under the *Ontario Heritage Act*, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes. This development shall consider Statements of Cultural Heritage Value and be consistent with applicable Heritage Conservation District guidelines.

14) An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law.

15) The City shall monitor and report annually on the pattern and amount of residential intensification achieved, including progression as per the gradual rate increase in Policy 1) above. The City will also monitor and report on residential intensification that includes non-private

residential accommodation to be consistent with the *Provincial Policy Statement*.

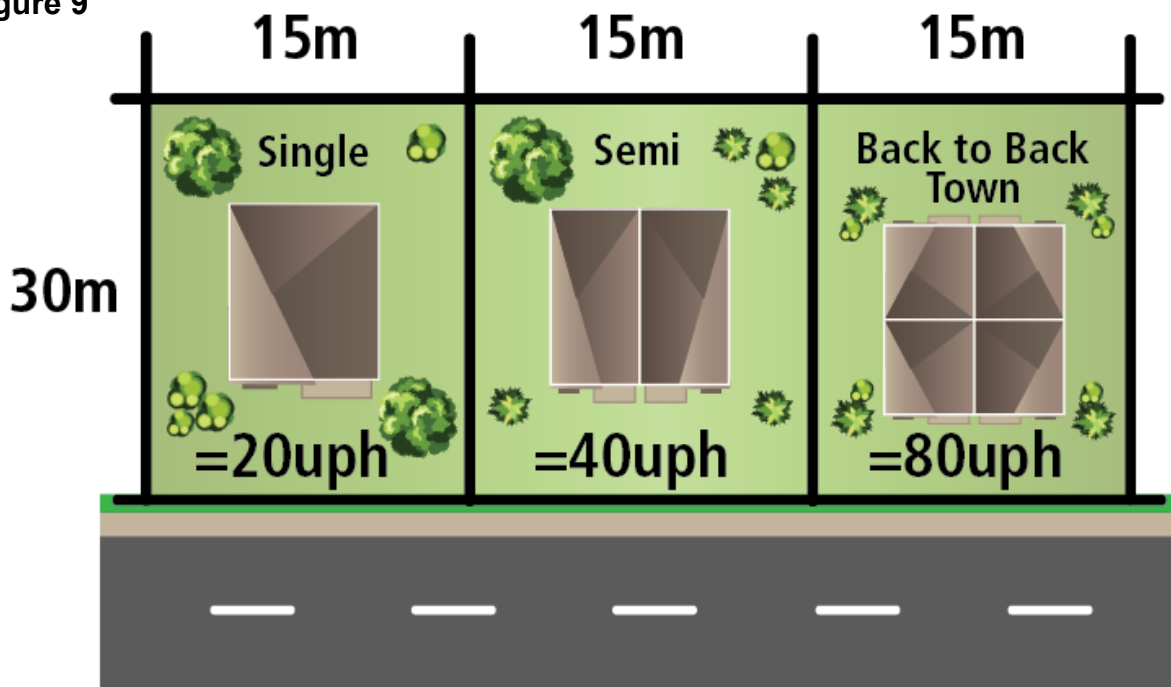
16) To support and implement the residential and employment growth allocation and density requirements and targets of this section, the following apply:

- a) The City will seek opportunities to improve the level of service of rapid transit and street transit over time, in a way that will achieve or surpass the target mode shares for each transect area as set out in the Transportation Master Plan, commensurate with population growth and affordability; and
- b) The City will seek opportunities to acquire new parkland and make improvements to existing parks, as set out in the Parks and Recreation Facilities Master Plan, commensurate with population growth and affordability.

17) To implement the density targets and requirements, the City shall consider the application of a number of alternative measures to provide water, wastewater and stormwater capacity, including risk management and/or infrastructure system upgrades in conjunction with its Asset Management Strategy and other City programs where opportunities for intensification are limited because of the cumulative impact of intensification projects on infrastructure system capacity.

18) Where this Plan refers to a radius or the walking distance from a rapid transit station or a Transit Priority Corridor, the walking distance shall be measured from the centre point of the station, or the centreline of a corridor. Walking distances shall be measured by using the most direct route along public streets or public pathways, unless otherwise defined by a Secondary Plan.

Figure 9



3.3 Design new neighbourhoods to be 15-minute neighbourhoods

- 1) Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.
- 2) Greenfield growth areas are identified by the Future Neighbourhood Overlay on the B-series of schedules.
- 3) A secondary plan in accordance with Section 12 shall generally be required for the development of new neighbourhoods as shown with a Future Neighbourhood Overlay.
- 4) New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.
- 5) New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.

3.4 Focus rural growth in villages

Villages are to be the focus areas for rural growth. Rural Industrial and Logistics areas shall be the focus of growth of industrial, processing and logistics uses that are not appropriate within a village.

- 1) Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.
- 2) Intensification within all villages is supported, subject to health and safety limitations for partial and private services.
- 3) Where significant intensification opportunities exist in villages with municipal services, the City may permit smaller lot frontages and areas than those of adjacent existing lots and shall consider the Urban Design section of this Plan, to ensure appropriate integration of new development with established areas.
- 4) Where there is sufficient capacity for connection requests to municipal water and wastewater services from partial or private services within an existing village, the City may determine if an update to a secondary plan and related master plan and studies, such as a master servicing study, is required.

- 5) Where a change to a village boundary is made, an update to the relevant secondary plan is required
- 6) Rural Industrial and Logistics areas are intended to be strategic locations for a cluster of uses that require access to a highway but do not require municipal water and wastewater services, such as freight transfer.
- 7) Municipal water and wastewater services are not intended to extend into the rural area outside of villages. Exceptions are provided for in Subsection 4.7.2. 8) To support villages as the focus areas of rural growth, a country lot subdivision may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met:
- a) Draft approval, final approval or registration has been received prior to December 31, 2009 in the former location and no development of any kind or local street construction has occurred;
 - b) The new location abuts a village boundary and new applications for plan of subdivision and zoning by-law amendment are submitted;
 - c) Notwithstanding Subsection 9.2.3, Policy 5), if on private services, the area of each proposed new lot shall be no less than 0.4 ha; but if full municipal services are available for the new lots subject to Policy d) below, lot sizes may be reduced;
 - d) Development shall be serviced by adequate water quality and quantity, including municipal services if the City confirms there is sufficient capacity; shall not adversely affect the water and wastewater systems of nearby development; and, notwithstanding condition c) may require lot sizes greater than 0.4 ha;
 - e) If the subdivision in the former location has been registered then the subject lands are formally de-registered at the Land Registry Office prior to the registration of the subdivision in the new location;
 - f) The lands in the former location are rezoned to remove the country lot subdivision's zoning permissions and implement the land use and lot creation permissions of the underlying designation, and such rezoning must occur prior to or may be concurrent with the rezoning for the new location;
 - g) New development shall comply with the provincial minimum distance separation formulae, in accordance with provincial regulations, shall not encroach on the buffer from an urban boundary, and shall comply with all other policies in Section 10;
 - h) The proposed development is integrated with the abutting village through a fully-connected street grid and pathway network so that development is contiguous throughout the village by providing connections and walkable opportunities to village core areas; and
 - i) Provided the conditions of Policies c) and d) are met, the newly located transferred subdivision may qualify for a greater number of lots than the deregistered subdivision, provided the total area of the transferred subdivision does not exceed that of the previous approved total of the deregistered subdivision. If the lot transfer produces a smaller amount of lots in the new location than the amount that has received draft approval, final approval or registration in the original location, the remaining lots may not be transferred and shall be rescinded concurrent with draft approval of subdivision in the new location.

3.5 Meet employment needs

Ottawa’s employment composition is heavily comprised of jobs in the public administration, health and education sectors, due to its role as the nation’s capital and as a regional centre for services in Eastern Ontario and Western Québec. There is a nationally significant cluster of knowledge-based technology employment in a variety of sectors, such as telecommunications, software, health sciences, biotechnology, vehicle automation and video/film animation, with geographic focus in Kanata and in the Downtown Core. There are also many jobs in sectors such as manufacturing, transportation, distribution, logistics and construction. Employers in these sectors often rely on clustering with similar or symbiotic sectors. Finally, there are primary related sectors such as agricultural, aggregates and resource extraction that occur in the rural areas.

All of the following policies outline where different employment sectors are intended to occur and how employment areas as defined in the *Provincial Policy Statement* are disaggregated throughout this Plan:

1) Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.

2) Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.

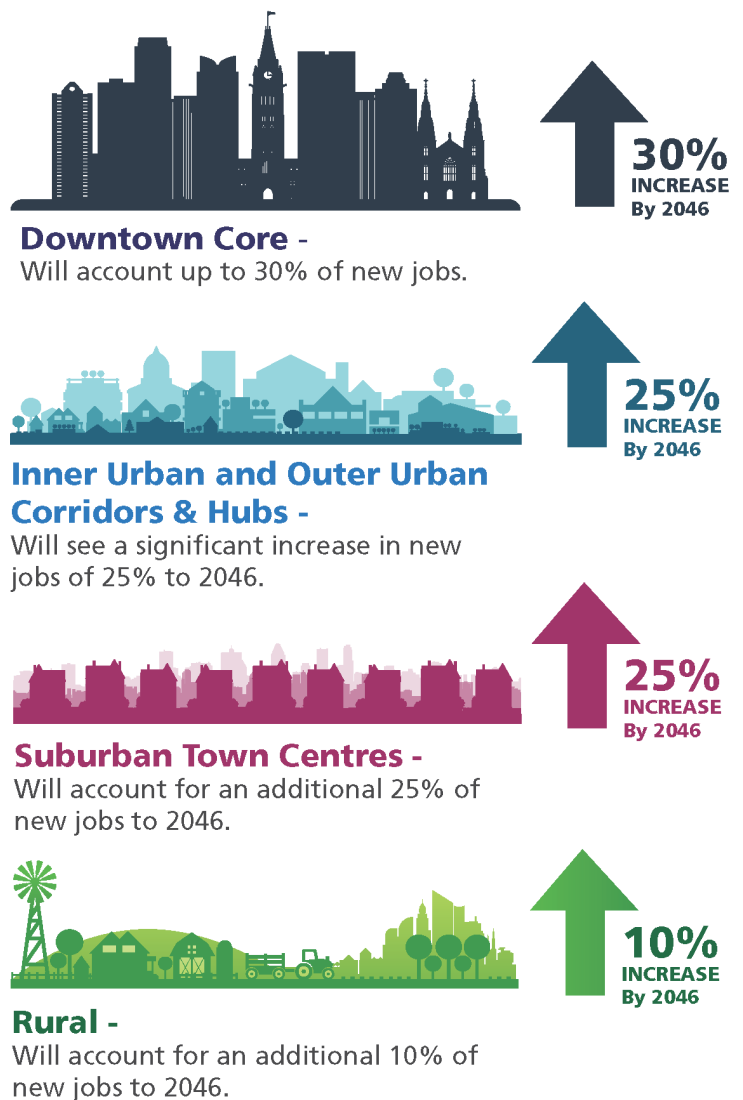


Figure 10

- 3) Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.
- 4) Areas that have a unique cultural and/or economic development context and require a tailored policy approach to development are identified as Special Districts, such as the Parliament and Confederation Boulevard, Rideau Canal, ByWard Market, Kanata North Economic District, Ottawa International Airport Economic District, Lansdowne, Ottawa River Islands. Subsection 6.6 describes these Special Districts in more detail. In addition, the City may initiate Area Specific Policies for Bayview Yards to provide direction and support for future development of an Innovation Village.
- 5) Industrial and Logistic areas that are land extensive and need greater separation from Neighbourhoods and requires access to a highway interchange are located in Rural Industrial and Logistics areas. These uses tend to be related to construction, transportation, distribution, logistics and limited manufacturing.
- 6) Primary industry jobs such as agriculture and resource extraction occur in the Rural Countryside area, in the Agricultural Resource Area and on lands within the Sand and Gravel or Bedrock Resource Overlays. While these employment sectors may not be dense employment areas, they comprise a significant land area in the Plan.
- 7) Lands designated as Industrial and Logistics and Rural Industrial and Logistics are considered employment areas under the *Provincial Policy Statement* and should be protected and preserved primarily for current and future manufacturing, storage, distribution and logistics uses. These are lands that may come under pressure for development with other land uses, are necessary to serve the population and to diversify the local economy and contain uses that generally cannot be integrated with sensitive land uses.
- 8) The City plans, protects and preserves the employment areas noted in Policy 7) above for current and future employment uses that are sector specific through a comprehensive review process. Applications to remove land within these employment areas or to convert them by adding non-employment uses shall only be considered at the time of the comprehensive review as required by the *Planning Act*. Applications received between comprehensive reviews shall be considered premature unless Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert lands in employment areas shall be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion. Lands not expressly deemed as employment areas for the purposes of the *Provincial Policy Statement* may

evolve over time without the need for a comprehensive review.9) A comprehensive review to assess requests to convert lands in employment areas to other purposes shall consider such matters as:

- a) Whether the lands in employment areas being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;
- b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;
- c) The current supply of developable land within the urban boundary, its distribution within the city and its potential to be developed for housing, employment and other purposes;
- d) The distribution of employment areas throughout the city;
- e) The ability to provide sufficient opportunities for the clustering of areas of like employment;
- f) The sufficiency of the supply of optimum-sized employment areas land parcels for the range of employment uses anticipated by this Plan;
- g) The preservation of lands for employment uses in areas close to highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;
- h) The preservation of employment lands close to essential linkages, such as supply chains, service providers, markets, last-kilometre delivery networks and necessary labour pools;
- i) The demand that proposed non-employment use(s) will create for additional community infrastructure in addition to those required by employment uses and the cost of providing the same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in Policy j) below; and
- j) The impact the proposed use(s) would have on the viability of any remaining employment areas or existing employment, including all of the following:
 - i) Incompatibility of land use;
 - ii) The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site;
 - iii) Affordability (such as land and lease costs) for employment purposes;
 - iv) Market acceptance/competitiveness (attractiveness of the employment areas lands in the marketplace for continued development for employment uses);
 - v) Removal of key locations for employment uses;
 - vi) Reduction or elimination of visibility of employment areas lands or uses
 - vii) Reduction in optimum size (of either individual employment land parcels or the overall employment areas);
 - viii) Interference with the function of the employment areas (such as restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation); and
 - ix) Accessibility to the employment areas, ability to provide for a variety of employment options, parcels and maintenance of the identity of the Industrial and Logistics uses or area.

9) This Plan intends to establish the appropriate scale for office uses that are dependent on locational context, such as proximity to a rapid transit station, rather than solely on designation. The scale of office uses is categorized as follows:

- a) Major Office: a single building with approximately 10,000 square metres or more of floor area, or 500 or more jobs; and
- b) Small-scale Office: a single building that is smaller than Major Office, typically less than 10,000 square metres of floor area.

10) Small-scale Office within industrial designations shall only be permitted within Mixed Industrial designations where they are associated with manufacturing, construction, storage, distribution and logistics uses, so that lands are conserved for the primary purpose of this designation.

11) Major Office development shall play a fundamental role in supporting and increasing the ridership of the rapid transit and street transit network and shall be located in areas directly served by stations and stops on this network. Except where currently permitted by zoning, the City shall only permit new Major Office development in the following locations:

- a) The Downtown Core;
- b) Hubs;
- c) On land fronting Corridors that are transit priority corridors as designated on Schedules B1 through B8, or have a frequent street transit route, or where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station;
- d) Mixed Industrial areas where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station or 400 metres walking distance of a transit priority Corridor;
- e) Mixed Industrial areas located north of Montréal Road and Ogilvie Road;
- f) Mixed Industrial area located at Merivale Road and Leikin Drive;
- g) Kanata North Special District;
- h) Ottawa International Airport Economic District, once a secondary plan for the Special District has been adopted and identifies the preferred location for Major Office uses; and
- i) Neighbourhoods that meet all the following:
 - i) A primary building entrance is within 800 metres walking distance of a rapid transit station, 400 metres walking distance of a Transit Priority Corridor on Schedule C2, or 400 metres walking distance of a corridor with a frequent street transit route; and
 - ii) The applicable transect and overlay policies, and the urban design policies in Subsection 4.6 are fully satisfied.



Section 4.

City-Wide Policies



Photos by: City of Ottawa



Section 4. City-Wide Policies

Photo by: City of Ottawa



4.1 Mobility

Land use and transportation are fundamentally connected. Planning for transportation looks beyond moving people and goods, to also guide city-building objectives such as growth management and economic development.

Transportation policy in this Plan also reflects Council's commitment towards more equitable, safe and healthy communities and climate change action.

The City will rely primarily on space- and cost-efficient modes of transportation to accommodate the projected population growth and intensification targets of this Plan. As a result, the City will take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation. The City is also committed to a Safe Systems Approach that reduces the frequency and severity of collisions for all road users.

Through this Plan and the Transportation Master Plan (TMP) and associated Plans, the City shall manage and improve the transportation network to support healthy, complete neighbourhoods and expand the extent of the City where it is possible to live a car-light and car-free lifestyle.

4.1.1 Provide mobility options to safely and equitably navigate the City

1) In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.

WHAT WE WANT TO ACHIEVE

- 1) Provide mobility options to safely and equitably navigate the City
- 2) Promote healthy 15-minute neighbourhoods
- 3) Support growth management and a greener and more resilient city
- 4) Support the shift towards sustainable modes of transportation
- 5) Ensure new mobility solutions to facilitate seamless, multi-modal travel
- 6) Guide the inter-urban flow of people and goods
- 7) Protect and invest in rights of way

2) Equity considerations, in accordance with the City’s Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2 of this Plan, shall be included in the planning and evaluation of all transportation investments.

3) The City’s street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:

- a) An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or
- b) A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;
- c) The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and
- d) When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.

4) Streets and roads in the following transects and designations shall generally function as outlined in Table 4:

Table 4 – Road Classification and Function

Transect	Downtown Core & Inner Urban		Outer Urban & Suburban			Greenbelt & Rural	
	Town Centre (TC), Hub, Corridors	Overlays + Other	TC, Hub + Corridors	Overlays	All Other	Villages	All Other
Provincial + City Highway	Flow		Flow	Flow	Flow	Flow	Flow
Federally Owned Roads	Access / Flow		Flow	Flow	Flow	Flow	Flow
Arterial	Access / Flow		Access / Flow	Access / Flow	Flow	Flow / Access	Flow
Major Collector	Access / Flow		Access / Flow	Access / Flow	Access	Flow / Access	Flow
Collector	Access		Access	Access	Access	Access	Flow
Local	Access		Access	Access	Access	Access	Access
Lane	Access		Access	Access	Access	Access	Access

5) New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.

6) The City may acquire property in proximity to existing neighbourhoods or planned transit stations, or other locations where barriers may exist as identified in the TMP and associated plans,

or approved planning studies, for the purpose of providing more direct access for active transportation modes.

7) The City shall continue to levy and collect development charges to fund the growth-related component of active transportation connections and transit, including bridges across major barriers.

8) The City shall seek to create networks of complete streets as opportunities arise through the construction or reconstruction of transportation facilities, such as roadways, bridges and transit stations as part of other capital projects and through the approval of development.

4.1.2 Promote healthy 15-minute neighbourhoods

- 1) In general, this Plan equates a walking time of:
 - a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
 - b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
 - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.
- 2) Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:
 - a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and
 - b) 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.
- 3) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLoS), the Safe Systems Approach and all the following:
 - a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
 - b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and
 - c) Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and
 - d) New and reconstructed local residential streets shall be designed to low operating speed; and
 - e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.
- 4) Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.
- 5) Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.

- 6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.
- 7) Provide safe and convenient cycling routes and facilities, as defined in the TMP and associated plans in Hubs and Corridors and within 1.9 kilometre radius or 2.5 kilometre cycling distance, whichever is greatest, to existing or planned rapid transit stations, frequent street transit stops and street transit stops on the Transit Priority network.
- 8) In addition to Subsection 4.1.2, Policy 6), pedestrian and cycling facilities and traffic calming measures shall be required or upgraded as part of development where identified in the TMP and associated plans, the Road Safety Action Plan or other approved City documents.
- 9) Proponents of development shall provide an adequate number of bicycle parking facilities as follows:
 - a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
 - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.
- 10) The TMP and associated plans enact policies to protect on-road and off-road corridors for the provision of cycling facilities, including space to provide sufficient separation from motor vehicles as well as sufficient space to accommodate the separation of movements within signalized intersections to create safe and convenient facilities.
- 11) During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:
 - a) Arterials, Major Collectors and Collectors in the Urban area and Villages shall include:
 - i) Sidewalks on both sides;
 - ii) Unidirectional cycling facilities on each side or in limited circumstances bidirectional cycle tracks on one side; and
 - iii) Notwithstanding Policies a) i) and iii) above, multi-use pathways will be permitted within the Greenbelt Transect and the City may consider a multi-use pathways elsewhere in lieu of separate facilities where it would provide for improved system continuity and a safer condition for users.
 - iv) In the case of Mainstreet and Minor Corridors with narrow rights of way, additional consideration shall be given to the provision of on-street parking to support small business, while balancing the need for pedestrian and cycling supportive infrastructure.
 - b) New local streets:
 - i) In the Downtown Core and Inner Urban Transects, shall include sidewalks on both sides in all cases;
 - ii) In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas.

c) Existing Locals in the Urban Area and Villages: sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability. Where the addition of sidewalks results in trade-offs between modes, safety for vulnerable road users will be prioritized over vehicular capacity;

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

e) In addition to a) to d) above, the City shall require the provision of pedestrian and cycling facilities in all transects including the Rural Transect wherever identified by Schedules C3 and C8, the TMP and associated plans and as may be further detailed in a local plan, new road design or area traffic management plan.

12) The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Policy 11) above.

13) The City may augment or modify the Active Transportation Network to provide similar or better levels of service, without an amendment to this Plan.

14) The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for intensification and new growth including greenfield areas, new neighbourhoods and expansion lands will be improved through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.

15) Development integrated or directly connected to rapid transit stations or transit stops should provide public access through buildings during all transit operational times with high-quality linkages to sidewalks on nearby streets. The City will consider, at its discretion, cost sharing agreements with the private sector.

16) Require that the timing and phasing of:

a) New subdivisions is coordinated with the timing and provision of transit service. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may require early service agreements with development proponents to implement the transit service improvements, ahead of its City-scheduled implementation, to coincide with early stages of occupancy.

b) Major development in the Downtown Core and Inner Urban transects, and along Mainstreets in the Outer Urban and Suburban transects, is linked to financial or other measures that will

ensure the provision of additional transit service frequency and, if needed, capacity as a priority means of addressing mobility needs and impacts.

17) The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood, with the potential for transit routes to be spaced such that 95 percent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.

18) The City shall provide park-and-ride facilities to enhance access to rapid transit at select stations and other appropriate sites, as identified in the TMP and associated plans. Park-and-ride facilities shall incorporate active transportation connections and infrastructure to facilitate walking and cycling to transit stations.

19) The City may consider the conversion of all or part of park-and-ride facilities to transit supportive development where:

- a) Park-and-ride lots are located in Hubs and or on Corridors; and
- b) The development is expected to result in more people using transit compared to the ridership generated by the park-and-ride lot considered for conversion.

20) Development within the Development Zone of Influence, as shown in Annex 2, shall protect land for rapid transit stations and corridors identified in environmental assessments. Land within and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and related facilities including maintenance access and active transportation corridors. Plan of Subdivision and Site Plan Control applications within the Development Zone of Influence for existing and future rapid transit stations and corridors are must include an O-Train Network Proximity Study.

21) The City shall require new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

a) The FCM-RAC Guidelines for New Development or its successor shall apply where rail corridors or segments thereof fall within any of the following categories:

- i) Corridors used for freight.
- ii) Corridors used for both freight and urban transit.
- iii) Corridors where there is a reasonable prospect of rail freight operations resuming.
- iv) Corridors where the future use is unknown.

b) For rail corridors or segments thereof that fall within the following categories, no setback is required but development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense:

- i) Transit rail corridors that do not carry freight.
- ii) Corridors where there is no reasonable prospect of rail freight operations resuming.

22) The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the

network for which the City will pursue funding and will remain consistent with the Transportation Master Plan.

23) An amendment to this Plan is not required when a part of the Rapid Transit or Transit Priority network is added or deleted from Schedule C2.

Figure 11



Walking Distance

Radius Distance (metre)	Network Distance (metre)	Walking Time (minute)
300	400	5
600	800	10
900	1200	15

4.1.3 Support growth management and a greener and more resilient city

- 1) The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.
- 2) The City recognizes that the parkway network is a multi-modal corridor, primarily developed by the National Capital Commission, that contributes significantly to the urban greenspace network while providing access to major capital and civic destinations.
- 3) The City recognizes the role of Ottawa Road 174 as an important commuting corridor that has limited access. Therefore, new accesses from individual properties along this roadway will generally not be permitted, particularly when shared or joint access, or alternative road access points are possible. In the long term, public streets and private driveways that currently access Ottawa Road 174 may be subject to consolidation or relocation of access points if roadway modifications or development of affected properties occurs at some future date. In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the *Public Transportation and Highway Improvement Act* (PTHIA) will also be subject to MTO approval. Direct access will be discouraged and often prohibited.
- 4) The street and road network shall be developed as identified on Schedules C4, C5, C9 and C10 and in approved local plans and Environmental Assessments.

5) New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

6) Where access is granted to private land from the public right of way during development and construction activity, the City shall require protection or reinstatement of all public elements in the right of way, including street trees, pedestrian and cycling facilities, on-street parking and any Low Impact Development stormwater features. Where protection is not possible, the City will require reinstatement. During construction, in the Downtown Core and Inner Urban transects, a parallel sidewalk or pedestrian passage should be provided on the same side of the street as the site of construction. In other transect areas, best efforts shall be made to provide continuous pedestrian passage on the side of the street or road impacted by construction, and on the opposite side of the street in any case.

7) The City shall support wildlife crossings where:

- a) City highways and arterials cross through the natural heritage system; or
- b) Studies have identified an elevated risk of hazardous wildlife collisions or elevated mortality of species at risk.

4.1.4 Support the shift towards sustainable modes of transportation

1) Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.

2) The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
- d) Other areas determined by Council.

3) The City shall review requirements, permissions and minimum dimensions for vehicle parking in enclosed spaces and on small lots that cannot reasonably accommodate surface parking and loading and lay-by areas, without unduly compromising site functionality or with the land-use context or the public realm.

4) The Zoning By-law may determine minimum electric vehicle equipment requirements where private parking is provided for larger-scale mixed-use, mid-rise and high-rise residential, office and industrial developments.

- 5) On-street parking, particularly along Corridors and in Neighbourhoods, shall not compromise the provision of safe and convenient infrastructure for people who walk, cycle and use transit.
- 6) Parts of the street and road network may be repurposed and dedicated, on a permanent or temporary basis, to certain modes of transportation, uses of land or streetscaping if it contributes to the implementation of transportation and land-use objectives of this Plan, including improving safety for the most vulnerable road users. These include:
 - a) Roadway lanes for transit vehicles and or high-occupancy vehicle lanes;
 - b) Space for pedestrian or cycling facilities;
 - c) Traffic calming measures;
 - d) Street trees or Low Impact Development stormwater features; and
 - e) Elements that support community interaction, rest, play, greenery and creative and cultural expression, including the concept of woonerven as referenced in City guidelines.
- 7) Further to Subsection 4.1.4, Policy 6) above, the City may also consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as:
 - a) Pickup and drop off areas or loading zones;
 - b) Taxi and ride share spaces;
 - c) Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging and micro-mobility devices such as e-scooters;
 - d) Space for food truck stands;
 - e) vending spaces and street-side patios;
 - f) Dedicated on-street parking for residents, visitors and local businesses;
 - g) Government and diplomatic purposes by permit or permission; and
 - h) Transit or emergency services.
- 8) Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan.
- 9) Publicly accessible off-street parking that serves several sites may be permitted in Neighbourhoods where it reduces or replaces, at a local scale, the need to provide on-site parking.
- 10) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
 - a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
 - b) Including other uses along the street, at grade, to support pedestrian movement;
 - c) Providing landscaping, art, murals or decorative street treatments;
 - d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
 - e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.
- 11) Surface parking lots should be designed to meet all of the following:
 - a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and

- b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and
- c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
- d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and
- e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and
- f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

4.1.5 Ensure new mobility solutions facilitate seamless, multi-modal travel

- 1) The City shall ensure that new mobility options meet the goals of this Plan and aim to facilitate seamless, multi-modal travel, through the following policies:
 - a) The City shall allow and support new mobility solutions insofar as they align with the strategic directions of the Official Plan; and
 - b) In providing, allowing, assessing and regulating new mobility solutions, the City shall:
 - i) Guide how the private sector provides new mobility services through policies and regulations to promote appropriate urban built form and function; and
 - ii) Protect the City's investment in its transit system and ensure that the entire transit network remains a fundamental structuring element of urban growth patterns; and
 - iii) Ensure that new mobility options are consistent and coherent with the City's efforts to establish walkable, 15-minute neighbourhoods, improve equity and inclusion for all residents and visitors; and
 - iv) Encourage new mobility solutions to work seamlessly across jurisdictions.

4.1.6 Guide the inter-urban flow of people and goods

- 1) The City shall foster the inter-city and inter-regional flow of people and goods by continuing to work with the Ville de Gatineau, adjacent municipalities, the Provinces of Ontario and Québec and the federal government to:
 - a) Collaborate in the investigation and protection of potential future crossing(s) of the Ottawa River, or optimization of existing crossings, with the intent of creating new transit links and relocating the interprovincial truck travel away from the Downtown Core; and
 - b) Prohibit development in locations that could hinder the implementation of a potential Ottawa River crossing; and
 - c) Request the protection of space for dedicated rapid transit service across all existing interprovincial bridges and require the protection of space for dedicated rapid transit service in other locations as identified in the TMP and recommended by Environmental Assessment studies; and
 - d) Improve regional transportation through better integration of transit services, including a stronger regional transit network; and
 - e) Explore mitigation measures for interprovincial truck travel through the Downtown Core and along Mainstreet Corridors and Minor Corridors; and
 - f) The City shall seek opportunities to enhance active transportation across interprovincial bridges.

- 2) For inter-city ground passenger transportation terminals, the preferred location is directly connected to a rapid transit station in the Downtown Core or Inner Urban transect.
- 3) The City shall evaluate the impacts of proposed changes to provincial highways relative to the strategic directions of the Official Plan. Where proposed changes do not align with the strategic directions of the Official Plan, the City shall work with the Province towards mutually agreeable solutions.
- 4) For grade-separated highway interchanges within the urban area, particularly close to transit stations, the City shall work, in collaboration with the Ontario Ministry of Transportation (MTO) as appropriate, to reduce the overall interchange footprint, provide safe, protected Active Transportation facilities at highway crossings (including across ramps), enhance connectivity and facilities for multi-modal travel and support efficient uses of land and transportation structures that provide the necessary traffic functions while allowing for other uses better aligned with the strategic directions of the Official Plan.
- 5) The City and the MTO will utilize the Environmental Assessment process to address the City's concerns and interests regarding provincial highway infrastructure improvements. Notwithstanding provincial jurisdiction and control as they pertain to the highways and right-of-way, the City will not support further widenings of Highway 417 in the Downtown Core and Inner Urban Transects beyond the works that the MTO has already identified as of the date of the adoption of this Plan. Furthermore, while the City recognizes the benefits of the Rapid Bridge Replacement technique, the City will encourage the MTO to minimize project impacts that result in the permanent removal of buildings and that any residual lands declared surplus to MTO needs be made available for redevelopment.
- 6) This Plan establishes the following goods movement objectives, to be elaborated in the TMP and other associated plans, policies and strategies:
 - a) Ensure that site planning for developments addresses trip-end logistics and impacts on-site and minimizes those impacts on the street;
 - b) Manage curbside space according to land use and transportation context;
 - c) Support the use of smaller, lower-impact, low- or no-emission vehicles and delivery methods, including related land uses such as small urban consolidation centers and stand-alone pickup facilities;
 - d) Reduce the impacts of large delivery vehicles on streets and intersections including consideration for changes to truck routes, vehicle size permission, design standards and time of day restrictions;
 - e) Where truck routes are located on urban streets and in villages, prioritize the comfort of the most vulnerable street users;
 - f) Road and street design shall consider farm vehicles where there is a demonstrated need to travel through villages and any Urban area that provides direct access to agricultural land and the Greenbelt; and
 - g) Preserve strategic locations for distribution centres with access to major highways, the airport, railroads and the arterial road network.

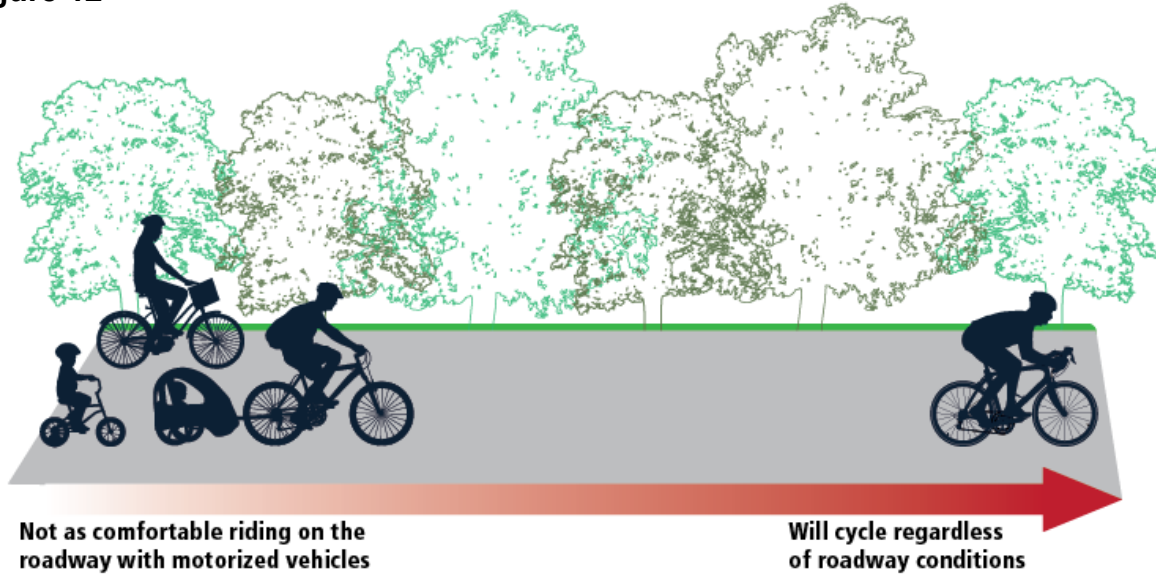
4.1.7 Protect and invest in rights of way

- 1) Under the provisions of the *Planning Act*, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.
- 2) The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.
- 3) Protected Transportation Corridors identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.
- 4) The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. This may involve equal or unequal road widenings, and the use of easements for streets, to fulfil the requirement for additional land for measures such as corner triangles and auxiliary lanes at intersections, active transportation facilities, transit corridors, transit stops, utilities and related infrastructure, railway crossings, intersections or roundabouts.
- 5) In Design Priority Areas, the widening of rights-of-way shall be used to prioritize public realm improvements, including widened sidewalks, cycling facilities, bicycle parking, street trees and street furniture, with consideration to accommodate utilities, where the entire length necessary for the roadway improvement is not acquired.
- 6) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, as they become available, for uses such as future transportation, utility or electrical generation facilities and transmission systems or interim recreational opportunities in all seasons subject to affordability. Schedule C2 – Transit Network Ultimate identifies these as Protected Transportation Corridors.
- 7) The City may permit interim uses of land in road and rail rights of way and utility corridors if they are consistent with the objectives of this Plan, such as active transportation, recreational and agricultural uses. Future transportation or utility uses will have priority over any interim use, with considerations for the continuation of interim uses wherever possible.
- 8) The City shall not close, sell or dispose of unopened road allowances, lanes or roads that have potential, in the short- or long-term, for use as a roadway, transit or utility corridor, pedestrian or cyclist link, alternative access to property or public access to the shore of a water body except, in the case of lanes, as provided by the Urban Lanes Management Policy, and in all other cases as may be otherwise approved by Council on a case-by-case basis.
- 9) The City will not dispose of, sell or open road allowances that would create new legal access to landlocked parcels in core areas of the natural heritage system, except through an Environmental Assessment.

10) When the City closes and sells an unopened road allowance, it may maintain public access for active transportation in the corridor or at alternative locations in the future where such access supports the policies of this Plan.

11) The City may re-establish access and passage on municipally-owned laneways at any time.

Figure 12



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4.2 Housing

Adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Healthy communities include a variety of housing types.

Market-based housing is the housing available in the City as a result of houses being sold by existing owners and housing that is constructed in new communities. As the City grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

Affordable housing is defined by the *Provincial Policy Statement* as housing for which a low and moderate-income household pays no more than 30 per cent of the household's gross annual income for home ownership or rental housing, or a unit for which the rent is at or below the average market rent of a unit in the regional market area. Low to moderate income households are those with incomes in the lowest 60 per cent of the income distribution for the regional market area. This Plan considers affordable housing to include everything within the Province's definition of the term but goes beyond it to recognize the particular circumstances and challenges of Ottawa's housing market and policy goals.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority.

The Official Plan will continue to coordinate with and support the goals of the Ten-year Housing and Homelessness Plan and the Long-Term Financial Plan for Housing Services, as amended from time to time. The City will promote the achievement of affordable housing for low and moderate income households and individuals by providing a toolkit of planning incentives and direct supports, including but not limited to: section 37 benefits; density transfer; deferral or waiving of fees and charges; alternative development standards; land; inclusionary zoning; more flexible zoning that allows for a greater number of units within the permitted built form envelope; and application processing priority.

WHAT WE WANT TO ACHIEVE

- 1) Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
- 2) Maximize the ability to provide affordable housing throughout the city
- 3) Protect existing rental housing stock and encourage production of more rental units
- 4) Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups
- 5) Implement Inclusionary Zoning

Photo by: City of Ottawa



4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the City shall be provided through the Zoning By-law, by:
 - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
 - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
 - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of such standards against the effects on housing affordability; and
 - e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

- 2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
 - a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
 - b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

Definition

Missing Middle Housing:

In Ottawa's context and for the purposes of this Plan, missing middle housing generally refers to low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

- 3) Accessory Dwelling units as provided for by the *Planning Act*, including coach houses and secondary dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes. The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context. Furthermore, the following criteria and limitations apply:
- a) The Zoning By-law shall allow a coach house on any lot containing a single principal dwelling unit and may permit one or more coach houses on lots with other forms of Low-rise housing;
 - b) A coach house shall be smaller than the primary home and the Zoning By-law shall set forth the appropriate maximum permitted size;
 - c) The size, floor area, function and occupancy of a dwelling unit in a coach house in the urban area is not intended to exceed that of a typical two-bedroom apartment;
 - d) A coach house may not be severed from the lot accommodating the primary dwelling;
 - e) Applications for Minor Variance / Permissions with respect to coach houses shall have regard for all applicable policies of this Plan, as well as the following considerations:
 - i) The proponent can demonstrate that the privacy of the adjoining properties is maintained;
 - ii) The siting and scale of the coach house does not negatively impact abutting properties; and
 - iii) Distinctive trees and plantings are preserved on the subject property.
 - f) The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area. An application to allow a height of up to two storeys through a minor variance may be considered where the considerations noted in Subsection 4.2.1, Policy 3 e) above can be satisfied.
- 4) A coach house shall only be permitted where the primary dwelling is located on:
- a) A lot in a Public Service Area and only where public or communal services for both water and wastewater services are currently provided to the main dwelling; or
 - b) A lot that is of sufficient size to support private services and is located in a public service area where services are not currently provided to the main dwelling; including a lot in the Rural area or Village and where:
 - i) The primary dwelling is serviced by a private water and wastewater system and the coach house shall share either the water or wastewater system, or both, with the main dwelling; or
 - ii) The primary dwelling is serviced by one public or communal service (water or wastewater) and one private service, and the coach house shall share the public or communal service with the main dwelling.

5) Where the Zoning By-law permits a dwelling, a home-based business shall also be permitted. The provisions of the Zoning By-law shall contain regulations to ensure appropriate integration so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of automobile traffic.

4.2.2 Maximize the ability to provide affordable housing throughout the city

- 1) An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will:
 - a) Seek to maintain a residential rental vacancy rate of at least 3 per cent among all categories of dwelling units and in all survey areas, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report; and
 - b) Strictly controls the diversion of long-term rental housing units and residential land to dedicated short-term rental use, including through online sharing-economy platforms that enable dwelling units to be rented to the travelling public.
- 2) The City will study the potential role that tiny houses and other innovations to improve housing affordability can play in contributing to an affordable housing stock and make any necessary modifications to its land use-controls to facilitate them if necessary.
- 3) The City will consider using available tools under Provincial legislation to discourage or prevent the undue withholding of existing vacant residential units from the housing market.
- 4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 10 per cent to 15 per cent of all new residential units be affordable. Of all affordable units, 65 per cent are to be targeted to households whose needs fall within the definition of deep affordability, and the remaining 35 per cent are to be targeted to households whose needs fall within the definition of market-affordability.

4.2.3 Protect existing rental housing stock and support the production of more rental units

- 1) The conversion of rental housing with six or more rental units to condominium ownership or to free hold ownership as a result of applications shall not be approved unless:
 - a) The rental vacancy rate for units of the same bedroom count and in the same survey zone as the affected rental units has been at or above 3 per cent for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation;
 - b) The current rents of the affected units have been at or above the average market rent for units of the same bedroom count and in the same survey zone for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation; and
 - c) The City may adopt a framework to provide for affected units to be replaced with equivalent units on the same site and offered to the tenants at the same rent at the time the application was made, on a right-of-first-refusal basis.

2) Amendments to the Zoning By-law to reduce the number of permitted apartment dwelling units or rooming units shall not be approved unless there is an equivalent and concurrent zoning amendment nearby to ensure no net loss of apartment or rooming unit potential within the same neighbourhood.

4.2.4 Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups

1) The City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:

a) Permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:

- i) Rooming houses;
- ii) Retirement homes;
- iii) Residential care facilities;
- iv) Purpose-built student housing;
- v) Group homes; and
- vi) Other long-term housing forms that serve the needs of individuals not forming part of a household.

b) Further to Policy a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such housing forms.

2) The City recognizes emergency and transitional shelters and transitional supportive housing as a key component of the housing continuum, which shall, through the Zoning By-law:

- a) Permit emergency shelters and transitional shelters as a permitted use in all urban designations and zones;
- b) Permit emergency shelters and transitional shelters as an accessory or ancillary use to all institutional land uses; and
- c) Not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such shelter and housing forms.

3) The City may assist non-profit housing providers by including site-specific zoning amendments for such providers' lands as part of periodic omnibus or anomaly zoning amendments.

4) The City will undertake periodic amendments to the Official Plan where necessary or helpful to support the goals of the Ten-year Housing and Homelessness Plan as amended from time to time, in matters of land use, infrastructure, transportation and the City's use of its own assets and real estate. 5) The City shall use its own lands to test new models of affordable housing delivery subject to continuity of City operations. No amendment to this Plan will be required for the City to undertake development on a temporary or permanent basis.

4.2.5 Implement Inclusionary Zoning

1) The City shall, as a priority measure, implement Inclusionary Zoning as provided by Sections 16(4), 16(5) and 35.2 of the *Planning Act* as a mechanism to contribute towards meeting the affordable housing goals identified in the Ten year Housing and Homelessness Plan through a future amendment to this Plan.

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4.3 Large-scale Institutions and Facilities

Large-scale institutions and facilities such as hospitals, major health care facilities, universities, community colleges, major employers, federal employment campuses, major sports, recreational and cultural facilities are vital contributors to the City and generate economic development and employment. They usually serve the entire City or large parts of it and may draw from beyond the boundaries of Ottawa. They have a regional draw and often occupy large sites in urban areas. As large numbers of people require access, they have the potential to affect traffic significantly if not located near rapid transit stations or along a Corridor with frequent street transit. Some exert a concentrated demand on the transportation, water and wastewater systems that may peak at particular event times, while others operate continuously over a 24-hour period. These facilities can better play their role if they are seamlessly integrated into their surrounding context.

WHAT WE WANT TO ACHIEVE

- 1) Ensure large-scale institutions and Facilities are within 400 metres walking distance of rapid transit or along a Corridor with frequent street transit
- 2) Design large-scale institutions and Facilities to coordinate with the existing urban fabric



Photo by: City of Ottawa

4.3.1 Ensure large-scale institutions and facilities are within 400 metres walking distance of rapid transit or along a Corridor with frequent street transit

1) Large-scale institutions and facilities are not shown on the schedules of this Plan but shall be permitted within the urban area by amendment to the Zoning By-law within Hub, Mainstreet, Neighbourhood or Special District designations. They shall be within approximately a 400 metres walking distance of a rapid transit station or along a Corridor with frequent street transit.

2) For facilities with a sub-regional catchment area, such as major employers, major public facilities like hospitals or stadia, or post-secondary institutions, the preferred location is within a 400 meters walking distance of a rapid transit station, and the City shall work with proponents to provide safe and convenient access by sustainable transportation modes. Where feasible, the City will negotiate agreements to provide direct connections.

3) Detention facilities are considered a large-scale institution and facility for the purposes of this Section. They may be permitted subject to an amendment to the Zoning By-law to ensure that the facility has no adverse effects on adjacent land uses and that transportation, water and wastewater servicing requirements are met. All of the following provisions apply:

- a) Detention facilities are not permitted to locate in a Special District designation or within the Rural Transect;
- b) Detention facilities must have frontage on a street with frequent transit or be located within a Hub;
- c) Parkland and public art are not required; and
- d) Height minimums and maximums of the underlying designation must be met.

4.3.2 Design large-scale institutions and facilities to coordinate with the existing urban fabric

1) Development that will establish a new or expand an existing large-scale institution or facility shall be evaluated on the basis of all of the policies below:

- a) Downtown Core, Inner Urban, Outer Urban or Suburban Transect policies and overlay policies where applicable, shall apply to the built form and site plan;
- b) Institutions and facilities of this scale are about city-building and shall enhance quality of life for the surrounding neighbourhood and the City as a whole through means such as:
 - i) Providing public parks and privately-owned public spaces, tree planting and enhanced landscaping;
 - ii) Large buildings are recognized as priority locations in support of their rooftop photovoltaic electricity potential to generate local renewable energy while reducing greenhouse gas emissions;
 - iii) Consistent with the City's Public Art Policy, one percent of eligible municipal or public-private partnership construction budgets, including for new large-scale institutions and facilities, shall be for public art commissions. For large-scale institutions and facilities not subject to this requirement, an equivalent contribution to public art commissions will be encouraged; and
 - iv) Heritage assets and natural features shall be identified to be conserved and integrated, where possible.

- c) Co-locating or providing a mix of land uses at a density that is transit supportive may be required;
- d) Sites shall be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops and from existing public streets. New development shall integrate into and extend throughout its site a street grid pattern from the existing surrounding pattern of public streets and sidewalks. Sites shall be organized to create walkable blocks that support permeability through the site. Where appropriate, the street network may include private internal streets and pathways to provide more connections. All private and new public streets are required to have sidewalks on both sides, and a right of way width that accommodates cycling and trees. Any private street shall have the look and feel of a public street and be equally accessible to the public, other than in exceptional circumstances where fully demonstrated security requirements may entail access control;
- e) A transportation impact assessment and a transportation demand management strategy that demonstrates actions to reduce automobile dependency;
- f) The adequacy of public water, wastewater and stormwater services; and
- g) Service and loading areas should be internalized for facilities over four storeys. For low-rise facilities, the service and loading areas shall be visually screened from the streets, sidewalks and parks and from abutting residential properties through building and site design in accordance with transect and overlay policies.

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4.4 Parks and Recreation Facilities

Parks are one component of the City’s greenspace and are important for our quality of life, active recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase our diverse cultural communities and for creative expression. The Official Plan provides overarching planning policy for parks, while the City’s Parks and Recreation Facilities Master Plan is where people will find details on the programming of parks.

The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks. Parks should be of a shape and size that provide appropriate access and visibility and suit the scale and fabric of the surrounding neighbourhood. Neighbourhood design that connects sidewalks and linear corridors featuring multi-use pathways, reallocated space on streets, woonerven, canopy trees and vegetated areas to parks is essential.

Parks are distributed throughout a neighbourhood, and across the City, to enable residents to meet recreational needs. The Plan recognizes the importance of engaging with residents in the process of renewing and developing parks.

WHAT WE WANT TO ACHIEVE

- 1) Identify park priorities within Ottawa’s growth areas
- 2) Guide decision-making for future parks
- 3) Provide new parks in the Downtown Core and Inner Urban transects
- 4) Emphasize larger parks in the Outer Urban and Suburban transects
- 5) Prioritize location of new rural parks in Villages
- 6) Design parks that contribute to quality of life and respond to climate change



Photo by: City of Ottawa

Figure 13

APPROACH TO PARKS AND ACTIVE RECREATION



*The City provides additional recreation programs and services and the graphic is not meant to present the full range of available parks and recreation

4.4.1 Identify park priorities within Ottawa's growth areas

- 1) The City shall provide parks through the following three mechanisms:
 - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the *Planning Act* and the City's Parkland Dedication By-law or any successor By-law; or
 - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
 - c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.

- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
 - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
 - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres;
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii) Be of a usable shape, topography and size that reflects its intended use
 - iv) Meet applicable provincial soil regulations; and
 - v) Meet the minimum standards for drainage, grading and general condition.

- 3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the *Planning Act* and the Parkland Dedication By-law.

- 4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of this Plan:
 - a) The City shall require the dedication of land for parks in an amount not exceeding 2 per cent of the area of land that is developed or redeveloped for industrial or commercial purposes;
 - b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the *Planning Act* or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
 - c) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site; and

d) Where cash-in-lieu is taken, it shall be principally for the acquisition and development of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. The City's Parkland Dedication By-law or any successor by-law provides for a portion of these funds to be used for park and recreation purposes that are city-wide in scale or to establish areas where one hundred percent of the funds collected will be directed to an account specific to a special administrative area.

5) The Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.

6) Consistent with Subsections 4.8 and 4.9 and Section 7, the following lands and features shall not be considered as part of the parkland dedication, at the discretion of the Department responsible for recreation: Natural Heritage Features as defined by the City's Environmental Impact Study Guidelines, the minimum setback from surface water features, Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas.

7) The City may approve the conversion of a public right of way to designated parkland with a Street or Lane Closing application. The City will identify and consider public rights of ways, vehicular lanes, underused road segments and other vehicular spaces as opportunities for park space. These features may be purchased, used by agreement, expropriated or conveyed to the City as part of development.

8) Council may consider City-owned properties, including those being considered for disposal, as a location to build a new park.

9) The City shall protect public access to existing parks for recreation and programmable use. Public consultation is required where a municipal park is to be sold or changed to another use.

10) The City may identify locations for linear parks. The linear parks are not only used for transportation; but also provide opportunities for lookouts, playgrounds, water features, art installations and places to picnic; these are spaces that encourage both movement and relaxation.

4.4.2 Guide decision-making for future parks

1) A range of park typologies shall be identified in secondary plans and local plans. This does not preclude the City from identifying additional lands for acquisition or dedication.

2) For large development areas, a cost sharing agreement and area parks plan among all landowners may be required to coordinate several developers to collaborate and to allocate parkland dedication to obtain the most optimal park locations for these areas, including assembling one or more larger parks. Where such a park cost sharing agreement is required, the City shall require the submission of a copy of the executed agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium, and as a condition of approval for severance and site plan control applications.

3) Where the Parks and Recreation Facilities Master Plan has identified parkland deficiencies and/or inequities, the City may approve an account where 100 per cent of the cash-in-lieu of parkland

collected in that area shall be used to acquire new parkland or improve existing parks and recreation facilities.

4.4.3 Provide new parks in the Downtown Core and Inner Urban transects

- 1) To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:
 - a) An Urban Parks Strategy or similar document shall identify the City's preferred location for parks and recreation facilities where higher-density neighbourhoods exist or are expected;
 - b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;
 - c) The acquisition of large parks in the Downtown Core and Inner Urban area will be prioritized where opportunities arise, for example as part of the LeBreton development;
 - d) Opportunities for urban plazas and urban parkettes that alongside recreational uses consider cultural development opportunities such as space for performance, exhibition, commemoration and ceremony; and
 - e) The City shall direct that all cash-in-lieu of park land collected through development applications within these transects, as described in Subsection 4.4.1, Policy 4 d) and Subsection 4.4.2, Policy 3), be used for the acquisition of new park land and the improvements to the existing parks within these transects.

4.4.4 Emphasize larger parks in the Outer Urban and Suburban transects

- 1) For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:
 - a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred.;
 - b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
 - c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and
 - d) For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility structure should be planned to consider the loading of the addition of residential storeys above through future development.

4.4.5 Prioritize location of new rural parks in Villages

- 1) In the Rural Transect, the City will encourage the location of new parks and recreation amenities in the Villages. Development in the Rural area outside of Villages shall contribute via cash-in-lieu of parkland towards parks and recreation amenities in Villages, however the City may consider developing groupings of fields and amenities for tournament locations in the Rural Transect outside of agricultural designated land.

4.4.6 Design parks that contribute to quality of life and respond to climate change

- 1) The design of parks should generally meet each of the following criteria:
 - a) The emphasis on parks will be to provide space for recreational activities;
 - b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;
 - c) Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;
 - d) Some parks in the Downtown Core and Inner Urban Transects shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;
 - e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;
 - f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;
 - g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and
 - h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.

- 2) The development of parks which include facilities, such as but not limited to: recreation centres, libraries and/or other buildings, which are strategically located in proximity to higher order transit, shall consider the co-location of housing or other complementary non-park uses above the facility structure where the facility is built on land dedicated through parkland. The City will develop an inter-departmental working group for the successful integration of co-locating parkland facilities with complimentary non-park uses at strategic locations. A large recreation facility, such as an arena or a pool or recreation complex, are not considered a Large-scale Institution and Facility, in accordance with Subsection 4.3

4.5 Cultural Heritage and Archaeology



Conserving cultural heritage resources and honouring Ottawa's diverse cultural communities forms an integral part of the City's planning and decision-making. Cultural heritage resources include: built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments and other types of sites that are of cultural value to a community. The City uses the power and tools provided by legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act*, to achieve its goal to protect cultural heritage resources. Ottawa's unique and diverse cultural heritage is promoted through leadership, community engagement, partnerships and incentives. The preservation of sites with archeological value provides an important link to our past and offers an opportunity for better understanding of our history, including local Indigenous history related to the Algonquin Anishinabe Nation, on whose unceded territory Ottawa is built, as well as early settlement history leading to the formation of the Nation's Capital.

WHAT WE WANT TO ACHIEVE

- 1) Conserve properties and areas of cultural heritage value
- 2) Manage built heritage resources through the development process
- 3) Promote partnerships through leadership, community engagement and incentives
- 4) Conserve sites of archeological value



Photo by: City of Ottawa



4.5.1 Conserve properties, areas and landscapes of cultural heritage value

- 1) Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.
- 2) The Heritage Management Plan will define the vision, policies, tools and strategies to guide the City's heritage conservation program. The Plan will ensure that the City's heritage program is inclusive, reflects best practice and the diversity of heritage resources throughout the city.
- 3) Individual buildings, structures, and sites shall be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act*.
- 4) Groups of buildings and areas of the City shall be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*, as shown on Annex 3.
- 5) The City shall list properties that City Council believes to have cultural heritage value or interest on a Heritage Register under Section 27 of the *Ontario Heritage Act*.
- 6) Potential cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values, including in partnership with the National Capital Commission where appropriate. Significant cultural heritage landscapes will be included on the City's Heritage Register and/or designated under either Part IV or Part V of the *Ontario Heritage Act*.
- 7) The City shall maintain a Heritage Register of properties of cultural heritage value or interest. The Register will include properties that have been designated under Part IV or Part V, or listed under Section 27 of the *Ontario Heritage Act*.
- 8) The owner of built heritage resources will be encouraged to enter into a heritage easement agreement where the City considers additional protection beyond designation desirable due to the location, proposed alteration, and/or the nature of that property.
- 9) The City shall maintain a municipal heritage committee to advise and assist Council on heritage matters under the *Ontario Heritage Act* and on other heritage matters associated with the built environment and cultural heritage landscapes.
- 10) The City shall immediately consider the designation of any resource of cultural heritage value under the *Ontario Heritage Act* if that resource is threatened with demolition.
- 11) The City shall promote equity and inclusivity by recognizing, protecting and honouring sites of cultural heritage value associated with the diverse historical experiences, and prioritizing the identification of underrepresented historic places.
- 12) Because Ottawa has a large and varied geography, the heritage conservation program shall reflect properties in all areas of the City to ensure that the histories of the urban, suburban and rural areas are recognized, honoured and protected.

13) The City may identify areas of cultural heritage value where heritage designation may not be appropriate but that may benefit from design guidelines, interpretive programming or other tools that will assist in the conservation and understanding of these areas.

4.5.2 Manage built heritage resources through the development process

1) When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for Historic Places in Canada.

2) Heritage designation is intended to ensure contextually appropriate development and not to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development will ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.

3) Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned buildings designated by the Federal Heritage Buildings Review Office. Development including or adjacent to these sites shall have regard for their cultural heritage value, as defined in Federal designation documentation and the City may require demonstration that development does not adversely impact these resources.

4) When a development involves the retention of all or part of designated building or structure and its integration into a larger development, the building or structure shall be retained in its original place during the construction process. Where the retention of the resource in situ is determined to pose unacceptable risk to the resource, as determined by an engineer or an architect specialized in heritage conservation, the City may permit the temporary removal of the resource during the construction process followed by its restoration after reinstatement on the original site.

5) If retaining a building or structure designated under the *Ontario Heritage Act* in its original position in place does not support the ongoing conservation of the designated resource, the City may consider relocation provided that:

- a) It is clearly demonstrated within a HIA that retention is not appropriate, or not possible;
- b) The resource is retained on site, but moved to another part of the property for integration into the new development, or, if that is not possible;
- c) The resource is relocated to a site appropriate to its cultural heritage value outside the proposed development or property.

6) The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index (FSI) under the Zoning By-law, and will study options to transfer density on sites without specified FSI, subject to:

- a) A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively;

- b) Maintaining an appropriate relationship with respect to scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs; and
- c) Where a density transfer is to take place in the Downtown Core Transect, conformity shall be required with policies regarding building heights and the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.

7) To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.

4.5.3 Promote partnerships through leadership, community engagement and incentives



- 1) The City shall support its objective to conserve cultural heritage resources and to promote their stewardship and appreciation by:
 - a) Exploring opportunities to honour Indigenous culture and history through strategies such as: place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming;
 - b) Conducting public awareness campaigns; and
 - c) Working with the heritage community, including Heritage Ottawa, and the heritage committees of community associations through a community liaison program.
- 2) The City may work with faith groups in order to find approaches to the adaptive re-use of their places of worship that shall preserve and honour their cultural heritage value in changing urban, suburban or rural environments.
- 3) The Property Standards By-law shall be used to prescribe minimum standards for the maintenance of the heritage attributes of an individual property designated under Part IV of the *Ontario Heritage Act* or a property located in a Heritage Conservation District designated under Part V of the *Ontario Heritage Act*.
- 4) The City shall maintain a watch list of designated properties that are threatened by demolition by neglect. The properties on the list shall be monitored regularly and may be inspected to ensure compliance with the Property Standards By-law and other applicable by-laws.
- 5) The City may enter into registered agreements with the owners of designated properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval. The amount of financial securities shall be based on the costs associated with the conservation of the heritage resource, its rehabilitation and reconstruction.
- 6) The City shall enhance the surroundings of publicly- and privately-owned built heritage resources when undertaking its capital works and maintenance projects. This may be achieved through such means as street improvements, tree planting, underground wiring, and the provision of street furniture, lighting, signage and other streetscape or landscape components, consistent with the heritage character of the area, with reasonable limitations based on the context and scope of work involved.

- 7) The City shall protect, improve and manage City-owned built heritage resources in a manner that achieves or supports the heritage objectives of this Plan and sets an example of leadership in the conservation and stewardship of heritage resources.
- 8) The City shall designate City-owned built heritage resources that meet the criteria under the *Ontario Heritage Act* where appropriate and may prepare conservation plans for their maintenance.
- 9) The City shall consider buying or leasing heritage properties when acquiring buildings for municipal use.
- 10) The City may consider acquisition or expropriation of a cultural heritage resource where the property is threatened and is of cultural heritage value.
- 11) The City shall ensure that development, and/or capital projects proposed by the City, involving or adjacent to properties designated under Part IV or Part V of the *Ontario Heritage Act*, shall maintain the integrity of the heritage property's cultural heritage value and attributes.
- 12) Subject to affordability, the City shall create and maintain financial incentives such as property tax deferral or heritage grant programs to support the rehabilitation and sensitive development of designated heritage properties.

4.5.4 Conserve sites of archaeological value

- 1) The City shall conserve sites of archaeological value Where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.
- 2) The Zoning By-law may include provisions to maintain the integrity of identified significant archaeological resources.
- 3) The Archaeological Resource Potential Mapping Study shows the historic core of the City (as defined by the City limits at the time of its incorporation in 1855) as having archaeological potential, upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed.
- 4) In accordance with provincial regulations, where a marked or unmarked cemetery or burial place is found during any archaeological assessment, or excavation activity, the provisions of the *Cemeteries Act* and associated regulations, and the policies of this Plan shall apply, and the Algonquin Anishinabe Host Nation shall be notified.
- 5) In addition to Policies 1) through 4) above, the City may prepare a framework regarding the management of archaeological resources in the Downtown Core Transect.
- 6) In undertaking capital projects, the City shall conserve archaeological resources in accordance with all above policies.

4.6 Urban Design

Urban Design is the process of giving form and context to our City to create the theatre of public life. It concerns the design of both the built form and the public realm. The City's buildings, landscapes, pathways, parks and streets that connect people to places and to each other are the key aspects of urban design, along with the image of the City that is formed by internationally recognizable places and significant views.

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

An Urban Design Framework will be developed to outline the City's urban design program and supporting initiatives. The three Design Priority Area tiers described in the table below sets the expectations for the level of public realm investment, place keeping and excellence in built form, that will contribute to the overall image of Ottawa.

WHAT WE WANT TO ACHIEVE

- 1) Promote design excellence in Design Priority Areas
- 2) Protect views and enhance Scenic Routes including those associated with national symbols
- 3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle
- 4) Encourage innovative design practices and technologies in site planning and building design
- 5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes
- 6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

Table 5 – Design Priority Areas

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne, Ottawa River Islands and Kanata North Special Districts	Mainstreet Corridors and Hubs outside of the Downtown Core; and Village Cores
<p>Tier 1 areas link to Ottawa’s international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites and other significant sites of cultural heritage value.</p>	<p>Tier 2 areas are of national and regional importance to defining Ottawa’s image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture, or they represent hubs of significant economic activity.</p>	<p>Tier 3 areas define the image of the City at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification.</p> <p>Tier 3 areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.</p>

4.6.1 Promote design excellence in Design Priority Areas

1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:

- a) DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies
- b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

2) The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.

3) Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.

4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

6) High-impact city building projects are encouraged to locate in Design Priority Areas and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall help define Ottawa's international image, advance tourism and contribute to the long-term competitiveness of the city's economy.

4.6.2 **Protect views and enhance Scenic Routes including those associated with national symbols**

1) The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission's Canada's Capital Views Protection, or its successor document. The following applies within areas designated on Schedule C6A:

- a) Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A; and

b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

2) Views of the Parliament Buildings shall be protected from two locations in the Beechwood National Cemetery: The Tommy Douglas Memorial and Poet's Hill, as identified on Schedule C6A. New buildings or structures should be located to complement or enhance the view of these national symbols and shall not visually block the foreground view or visually change the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, planning applications shall not be supported that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. This includes fences, signs and trees and other elements that could obstruct views.

3) Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

4) Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

5) Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:

- a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and
- b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

4.6.3 Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

- 2) Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
- a) Fit into their context, providing a meaningful contribution to existing and planned connections;
 - b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
 - c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
 - d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
 - e) Be designed in a coordinated manner with the associated building(s); and
 - f) Bring nature into the built environment, where appropriate.
- 3) Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:
- a) Function as neighbourhood commercial streets; or
 - b) Border parks or separate two sections of a park; or
 - c) Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or
 - d) Provide an opportunity for neighbourhood placemaking and residential amenity.
- 4) The City will explore partnerships with development proponents, and other groups (such as Business Improvement Associations, other levels of government and community groups) to enhance the public realm through means such as the coordination and development of capital improvements in conjunction with development on adjacent properties as well as the maintenance, management and stewardship of existing or future public spaces.
- 5) Hubs and Special Districts should include comprehensive wayfinding initiatives to provide informative signage and maps at strategic locations including areas in front of significant buildings, transit stops, stations and major intersections.
- 6) Public realm investments to address needs in neighbourhoods identified in Ottawa's Neighbourhood Equity Index as having strong equity concerns, including deficiencies in public realm space, shall be prioritized in the Public Realm Master Plan and implemented through capital projects and development where possible. Small-scale public realm investments and neighbourhood-wide interventions, such as improvements to streetscapes, may be identified through the initiatives of neighbourhood revitalization programs, public realm studies, secondary planning processes or through other means.

7) To improve the public realm, and to provide greater opportunities for active transportation as well as intensification, burying overhead wiring as part of development, or capital projects will be prioritized within select Design Priority Areas identified through a comprehensive City policy where financially viable or as otherwise directed by Council.

8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

9) Opportunities will be explored to commemorate the culture, history and current interests of the Algonquin Anishinabe Host Nation, Urban First Nations, Inuit and Métis peoples through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

Figure 14



4.6.4 Encourage innovative design practices and technologies in site planning and building design

1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will

apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

2) The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

4) To mitigate health risks associated with air pollution caused by traffic, outdoor children's play areas associated with a child care facility, school or park (excluding sportsfields) should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4. Where no alternatives exist, an opaque screen or a landscape buffer that consists of a contiguous row of shrubs and trees, or a hedge will be required between the play area and the street.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

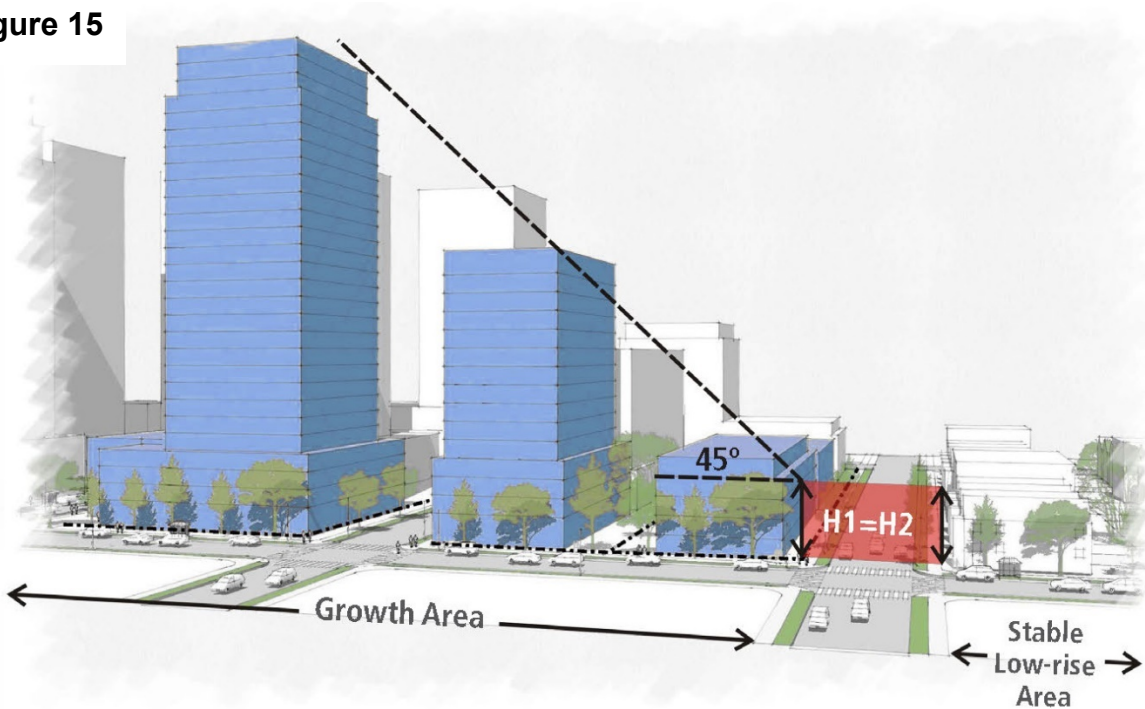
- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

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3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Figure 15



4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

5) Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and

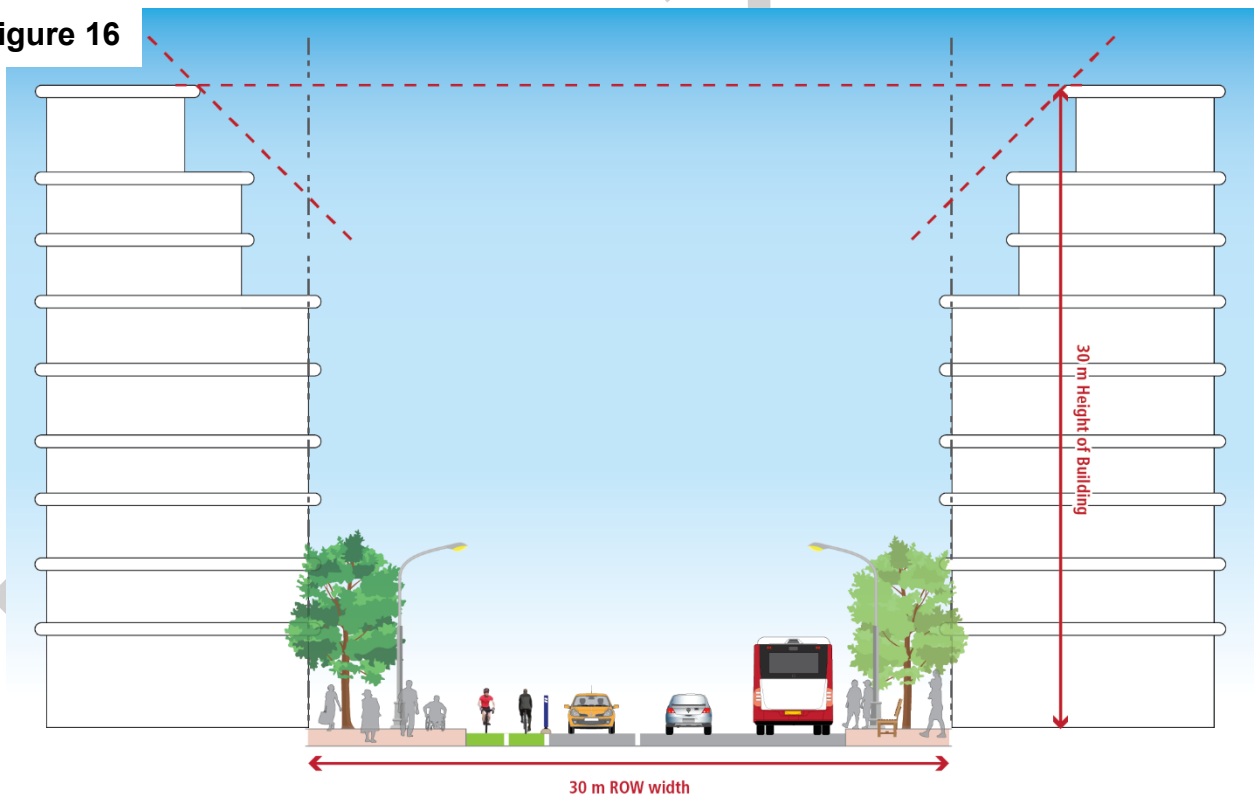
d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting;
 - ii) Avoid a street canyon effect; and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

Figure 16



8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23 metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

11) High-rise 41+ buildings are subject to all policies relating to high-rise buildings and the specific policies below. These buildings shall be designed to respond to context and transect area policies, and should:

- a) Be located and designed to complement the surrounding skyline, with consideration for both day and night visual impacts;
- b) Incorporate a base that mitigates wind impacts on the pedestrian environment and maximizes sunlight on the public realm;
- c) Include, where possible, publicly accessible or commercial interior spaces, including viewing platforms, bars and restaurants, or galleries that contribute to place-making, attract tourism and support the local economy; and
- d) Be designed where possible, to include or allow for a grocery store or retail food store in order to support local access to food.

12) High-rise 41+ buildings shall only be permitted where they are identified in a secondary plan.

4.7 Drinking Water, Wastewater and Stormwater Infrastructure

In order to meet the challenge of planning, engineering and funding water infrastructure, the City relies on a number of master plans. The Infrastructure Master Plan provides comprehensive documentation of the development and evaluation of water, wastewater and stormwater servicing strategies and projects in the City. The Wet Weather Infrastructure Management Plan addresses urban flood protection, capacity management and pollution control. The Comprehensive Asset Management Strategy provides direction for the management of the City’s physical assets (such as water infrastructure) during their entire life cycle and addresses the need for infrastructure to be resilient to a changing climate. The Official Plan provides the vision, goals and direction for growth and renewal of land use in the City that these plans shall support.

The policies in this section and subsections have been established to ensure that infrastructure in the City is safe, affordable, environmentally sound and meets the needs of the future.

WHAT WE WANT TO ACHIEVE

- 1) Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area
- 2) Pursue an affordable and sustainable pattern of infrastructure development



Photo by: City of Ottawa

4.7.1 Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:
 - a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and
 - b) Not exceed the capacity of the existing infrastructure system.
- 2) The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.
- 3) In order to mitigate the impacts of development and climate change on drainage systems, local plans will:
 - a) Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and
 - b) Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.
- 4) The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:
 - a) Design and study requirements for on-site stormwater management, considering a range of intensification development application; and
 - b) Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.
- 5) Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:
 - a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;
 - b) Other relevant Council-approved studies, such as stormwater retrofit studies;
 - c) The Ottawa Sewer Design Guidelines and associated climate change considerations; and
 - d) The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*.
- 6) As part of a complete application, all redevelopment applications will be required to:
 - a) Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and
 - b) Implement site, grading, building and servicing design measures to protect new development from urban flooding.

- 7) As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.
- 8) As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first.
- 9) Where new information has been identified by the City in consultation with conservation authorities, affected landowners and other relevant stakeholders, additional requirements may be identified that supersede those of an approved master drainage plan or master servicing study.
- 10) Where supporting infrastructure identified in an environmental management plan, master drainage plan and/or master servicing study are not yet in place, interim measures shall include monitoring and mitigation requirements to the satisfaction of the City and conservation authority to ensure that new development achieves the water quality and quantity objectives, specified in these documents.
- 11) New local plans will be supported by an approved master servicing study, environmental management plan and subwatershed study, and shall be prepared consistent with the approved terms of reference for each. General terms of reference will be approved by Council and will be refined and approved by staff for each local plan.
- 12) As part of a complete application, new development in a future neighbourhood shall be supported by an approved master servicing study, an approved environmental management plan, and subwatershed study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.
- 13) New local plans in support of development in the Future Neighbourhood Overlay will be supported by a Council approved master servicing study, consistent with the requirements as outlined in the Infrastructure Master Plan. Local plans prepared in support of development outside of the future neighbourhood overlay will be supported by a scoped master servicing study that evaluates servicing alternatives and demonstrates that sufficient infrastructure capacity exists to support planned development.
- 14) Unless identified in the Infrastructure Master Plan, stormwater and wastewater infrastructure to support new development (such as stormwater management systems and sewer pumping stations) will be within the settlement area.
 - a) Where necessary, and subject to an amendment to this plan, adjustments to the settlement boundary may be permitted to accommodate necessary infrastructure provided there would be no net increase in land within the settlement area; and
 - b) Under extraordinary circumstances and where settlement boundary adjustments are not possible, exceptions may be granted outside of agricultural resource areas or natural environment areas subject to Council approval of a local plan and supporting studies.

- 15) Oversizing of planned infrastructure, beyond what is required for servicing development within the current urban boundary will only be permitted subject to an approved master servicing study and where the oversizing would not facilitate future development in the agricultural resource area or in natural environment areas.
- 16) A master servicing study and/or an environmental management plan shall be updated if:
 - a) There is a significant change in the conditions upon which the study is based;
 - b) There is a change to planned infrastructure as part of a Plan of Subdivision application that affects the servicing of another subdivision; or
 - c) The applicable Class Environmental Assessment approval has expired.
- 17) Where a master servicing study identifies new infrastructure to be funded by development charges that are not yet addressed in the Development Charges By-law, the cost may be front ended by a proponent. Repayment by the City to the proponent will occur based on the project timing forecast in the background study to support the Development Charges By-law.
- 18) The City shall design and construct Development Charges funded upgrades to existing water and wastewater facilities. Such upgrades may be advanced through a front-ending agreement between the City and proponent that addresses project financing.
- 19) The City shall require an assessment of life cycle costs as part of the evaluation of infrastructure alternatives in a master servicing study.
- 20) Master servicing studies shall address phasing of new infrastructure to support new development proceeding contiguous to existing urban development.
- 21) The City will determine the location, scale and appropriate provision of services/utilities and municipal financial responsibilities through the implementation of the Infrastructure Master Plan and master servicing studies.
- 22) The City is not obligated to provide services in advance of their intended timing under the Infrastructure Master Plan and available funding.
- 23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:
 - a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and
 - b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.

4.7.2 Pursue an affordable and sustainable pattern of infrastructure development

- 1) Water and wastewater servicing are vital to health and protection of the environment. The City provides these services in defined Public Service Areas. As illustrated in the Infrastructure Master Plan, the City has a number of Public Service Areas that are comprised of:

- a) The central water distribution and sanitary sewage collection systems in the urban area;
 - b) Public water and/or sanitary sewer services in the Villages of Munster, Carp, Richmond, areas of Greely, Manotick, Carlsbad Springs, Notre-Dame-des-Champs and Vars;
 - c) Specific locations in the Greenbelt; and
 - d) A limited number of locations where services have been provided due to a unique circumstance, such as to remedy a specific health concern.
- 2) Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).
- 3) The City has no obligation to provide a service connection to a lot in the Public Service Area.
- 4) The City may provide for an extension or the creation of new Public Service Areas in the Rural area where public services have been deemed to be the appropriate solution in the following circumstances:
- a) To remedy a public health or environmental problem in a privately-serviced area where:
 - i) An approved comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options to deliver public water and/or wastewater services;
 - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
 - iii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are satisfactory to Council.
 - b) To allow connections to single-detached dwellings on lots that are not zoned for agricultural purposes, existing on the date of adoption of this Plan that front onto a local watermain or sanitary sewer;
 - c) To support planned growth in Villages where:
 - i) A master servicing study, which uses standardized criteria including costs and benefits to evaluate a range of servicing options is prepared and approved by Council in support of a community design plan and/or secondary plan;
 - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
 - iii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are satisfactory to Council.
 - d) To support economic development in the Rural area that meet all of the following:
 - i) The opportunity is specifically identified and can be assessed as being unique through a development review process;
 - ii) There is inadequate land within the planning horizon of this Plan that is appropriately designated within the existing Public Service Area that has similar location requirements to the subject area to accommodate the unique opportunity;
 - iii) The designation of the subject lands does not exceed the ability of this Plan to accommodate industrial and logistics uses in other locations already designated beyond the established planning horizon;
 - iv) The subject lands do not have an Agricultural Resource Area designation, or an Aggregate Overlay unless the landowner(s) can provide evidence by a qualified subject matter expert that the aggregate resource will be exhausted within the planning horizon of this Plan;
 - v) The subject lands are in proximity and have access to a highway interchange;

- vi) A servicing study that meets all City infrastructure design guidelines for all phases of servicing and is approved by Council;
 - vii) The mechanisms for financial capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of Council;
 - viii) The source of funding of the costs are to the satisfaction of Council; and
 - ix) The mechanisms to finance the costs have been identified and agreed to by the benefiting landowners.
- 5) All development outside of Public Service Areas shall be on the basis of private services (private well and private sewage system).
- 6) Partial Services shall be considered only in the following circumstances:
- a) Where servicing is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
 - b) Within the Urban area and in Villages where development on partial services already exists and the proposal constitutes minor infill or minor rounding out provided that site conditions are suitable for the long-term provision of such services with no negative impacts; or
 - c) Where an approved study addresses the potential for further aquifer contamination by private septic system effluent caused by indiscriminate water use or poor septic practices; or
 - d) To service existing development in the Village of Manotick; or
 - e) The City may study the feasibility of extending water service to the existing Carp Road corridor through a Municipal Class Environmental Assessment to be entirely funded by the benefiting landowners, and extend the public service area for water provided the system can be proven to work without extraordinary operational costs and that the extension can be fully paid for by the benefitting landowners; or
 - f) The City may consider a site-specific Official Plan amendment to revise the Public Service Area to connect water service to employment or institutional lots adjacent to the existing water distribution system provided significant water usage is not part of any industrial process, there are no extraordinary operating implications and provided the connection can be fully paid for by the benefitting landowner.
- 7) Pockets of development on private services exist within the Public Service Area and are shown in Annex 9. The City has no obligation to provide a public service connection to these lots.
- 8) Where new lots are proposed for residential purposes that rely upon private sewage systems, the minimum lot size shall be 0.4 hectares in villages, except in the Rural Transect area where the minimum lot size shall be 0.8 hectares in rural countryside.
- 9) Where new lots are proposed for residential purposes, within Private Service Enclaves as noted on Annex 9, that rely upon private services the minimum lot size shall be 0.4 hectares. In existing private service enclaves, where the median lot sizes are currently below 0.4 hectares and where there are no pre-existing groundwater quality concerns, the City, at its discretion, may conduct area-specific reviews of the risk of establishing a smaller lot size in the Zoning By-law that is consistent with the existing lot pattern, provided there is technical evidence that it does not create an adverse risk to public health or the environment.

10) Where no public services currently exist in a Public Service Area, the City may permit development on private services on lots greater than 0.4 hectares if it can be demonstrated to the satisfaction of the City that such development:

- a) Is proposed where public services are not currently technically or financially feasible;
- b) Can adequately be serviced by private individual services in accordance the policies of this Plan;
- c) Consists of:
 - i) A single building comprising a commercial, institutional or public use;
 - ii) Residential infilling within residential clusters;
 - iii) A farm severance as provided for in Subsection 9.1 of this Plan; or
 - iv) Other uses of similar nature and scale.
- d) Shall not compromise future development of the area on public services; and
- e) Shall be required to connect to the full public services as they become available.

11) The City shall not permit new development reliant on sump pump discharge to the sanitary sewer.

12) The City has no obligation to provide or allow a new connection to the Carlsbad Trickle Feed system.

13) New connections may be permitted to lots fronting on the Carlsbad Springs Trickle Feed System under the following circumstances, subject to available capacity:

- a) For residential lots fronting the existing system; or
- b) For new severed lots fronting the existing system; or
- c) For a coach house on a fronting lot; or
- d) For non-residential use fronting onto Boundary Road; or
- e) For existing Rural Industrial and Logistics uses east of Boundary Road.

14) As part of a complete application where development is proposed on the basis of private individual services, the City will require sufficient information with the application to assess the likelihood that:

- a) Sufficient quantity of groundwater exists on site to service the development;
- b) A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;
- c) The quality of the groundwater meets or exceeds the Ontario Drinking Water Standards, Objectives and Guidelines;
- d) The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties; and
- e) The development is within the reserve capacity of the municipal sewage system for hauled sewage.

15) As a condition of draft approval for subdivisions on private individual services, registration may only proceed in phases of 40 lots or less. Registration of subsequent phases may only proceed based on a monitoring report confirming the continued function of previous phases of development consistent with Policy 13) above.

16) Development of two to five units on the basis of shared water and/or wastewater systems will only be permitted subject to all units being under single ownership and subject to the fulfillment of the requirements of Policy 13).

17) As a condition of approval, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit process.

18) As a condition of approval of plan of subdivision, the developer will be required to dedicate a monitoring well, at no cost, to the City. The City will have unlimited access to this well to monitor groundwater conditions. Where the subdivision has a number of phases one monitoring well may be required for each phase of development. The City, at its discretion, may determine to not require a monitoring well where there are sufficient wells already provided to satisfy the City monitoring program.

19) Small water and wastewater works, being systems that are owned, operated and managed by a single owner for a single building or complex of buildings, may be considered in commercial or industrial zones outside of the public service area.

20) Small water and wastewater works, to support residential uses, will not be permitted.

21) The City may consider, small water and wastewater works; to service development that is comprised of an institutional use (excluding a school), or a retirement home; where the owner has entered into a responsibility agreement with the City. The responsibility agreement must contain, but is not necessarily limited to, the following components:

- a) A detailed description of the design criteria for the small water and wastewater works, that must meet standards agreed to by the City;
- b) The details of the monitoring, operation and maintenance requirements of the small water and wastewater works;
- c) The complete financial plan that shall be indexed every five years: which provides assurance in the form of a letter of credit; or equivalent; that is equal to the operating and capital reserve fund for the system.

22) As part of a complete application, the proponent of any development that includes a small water or wastewater works is required to submit the following additional information to the satisfaction of the City:

- a) Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal;
- b) A vulnerability assessment in accordance with an approved terms of reference;
- c) A Reasonable Use Study to determine the impact from the sewage system(s) on the groundwater, as described by the Ministry of the Environment guidelines; and
- d) A risk assessment of the water supply and the monitoring and mitigation measures necessary to protect that supply.

4.8 Natural Heritage, Greenspace and the Urban Forest

The City recognizes, conserves and protects its natural landscape and environment in two ways: by identifying natural heritage features, and by designating the most important natural features in a natural heritage system consisting of core natural areas and natural linkage areas. The City also recognizes the contribution of all natural features and areas to the health of the environment, whether or not they fall within the natural heritage system. Consequently, the City has established a target of no net loss of forest cover and wetlands in its rural area.

Within Ottawa’s urban area, the natural heritage system overlaps with a connected greenspace network of natural and semi-natural areas, open spaces and pathways within the public realm. Many parks also lie within and complement the greenspace network but have their own policies and zoning to support their form and function. The greenspace network provides all Ottawa’s residents with access to all the benefits of nature, including promotion of individual wellness and community health, while improving resilience to the effects of climate change, especially anticipated increases in extreme heat events.

Trees provide many of these benefits. Large mature trees are particularly valued for their contributions to our City’s resiliency and character. However, urban trees continue to experience pressure from growth, invasive species and diseases and natural aging. In response, the City has brought in strong policies, regulations and processes to maintain and grow the urban forest canopy.

WHAT WE WANT TO ACHIEVE

- 1) Protect the City’s natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies.
- 2) Provide residents with equitable access to an urban forest canopy
- 3) Provide residents with equitable access to an inclusive Urban Greenspace network

Photo by: Amy MacPherson



4.8.1 Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

1) The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.

2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.

3) The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:

- a) Significant wetlands;
- b) Habitat for endangered and threatened species;
- c) Significant woodlands;
- d) Significant valleylands
- e) Significant wildlife habitat;
- f) Areas of Natural and Scientific Interest;
- g) Urban Natural Features;
- h) Natural Environment Areas;
- i) Natural linkage features and corridors;
- j) Groundwater features;
- k) Surface water features, including fish habitat; and
- l) Landform features.

4) The natural heritage overlay policies apply to all features in Policy 3 regardless of whether they appear on Schedules to the Official Plan.

5) The City shall take a no net loss approach with respect to wetlands deemed not provincially significant and forest cover outside the urban area and designated villages. Mechanisms for achieving no net loss include land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship. Development and site alteration is prohibited in provincially significant wetlands.

6) The City shall identify publicly-owned municipal nature reserves in the Tree Protection by-law as those lands that require special restrictions on access and use to protect their natural values or ecosystems services. These will typically be lands supporting endangered species, threatened or endangered habitats or other sensitive values for which normal restrictions on use do not suffice for protection.

7) Where feasible, the City will manage City-owned forests and natural lands to maximize carbon storage and sequestration in vegetation and soils.

4.8.2 Provide residents with equitable access to an urban forest canopy

- 1) Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.
- 2) The City shall pursue an urban forest canopy cover target of 40 per cent.
- 3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:
 - a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil;
 - b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices;
 - c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;
 - d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and
 - e) Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.
- 4) The City shall consider trees to be an important element in:
 - a) Infrastructure design, especially in conjunction with Low Impact Development;
 - b) Good urban design;
 - c) Good park design;
 - d) The design of the City's active mobility network; and
 - e) The design of local connections to the City's transit network.
- 5) City tree-planting and stewardship programs shall prioritize the provision of ecosystem services, especially in support of social equity and health.
- 6) When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

4.8.3 Provide residents with equitable access to an inclusive urban greenspace network

1) The City shall protect all of its various types of greenspaces as described in Section 7 for their ecosystem services and their contributions to healthy, active communities.

2) In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
- c) Within a 15-minute trip by transit, a publicly-owned natural area.

3) Where lands identified as Greenspaces in this Plan are in private ownership, this Plan shall not be construed as implying that such areas are open to the general public, nor that any such lands shall be purchased by the municipality except in accordance with the City's policies.

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4.9 Water Resources

Water is an essential resource that shall be protected. Surface water features, groundwater features and their associated functions make up the water resources system. Healthy watersheds provide numerous human, ecological and health benefits including: safe drinking water for residents, fish and wildlife habitat, climate change resilience, flood and erosion mitigation, recreational amenities in nature and support for agriculture, industry and other resource uses.

Photo by: Amy MacPherson



WHAT WE WANT TO ACHIEVE

- 1) Protect, improve or restore the quality and quantity of surface water features and groundwater features
- 2) Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns
- 3) Restrict or limit development and site alteration near surface water features
- 4) Restrict or limit development and site alteration near groundwater features
- 5) Implement the policies of the Mississippi-Rideau Source Protection Plan and the Source Protection Plan for the Raisin-South Nation Source Protection Region

4.9.1 Protect, improve or restore the quality and quantity of surface water features and groundwater features

- 1) Watershed and subwatershed plans will be prepared and updated by the conservation authority or the City, as applicable, to guide growth, intensification and development, where the City deems necessary for the long-term protection of the environment. Watersheds and subwatersheds are identified in Annex 8A, and areas with approved studies are identified in Annex 8B.
- 2) The City, in consultation with local conservation authorities, will prioritize areas for watershed or subwatershed planning, based upon such factors as the condition of the natural environment, development pressure, changing land uses or the recommendations of higher-level studies.
- 3) In general, conservation authorities will lead the development of watershed plans using terms of reference developed in accordance with Council-approved guidance documents.
- 4) The City shall lead the development of subwatershed plans using terms of reference developed in accordance with Council-approved guidance documents. These terms of reference shall include consideration of future climate conditions.

4.9.2 Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns

1) Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.

4.9.3 Restrict or limit development and site alteration near surface water features

1) The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.

2) Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.

3) Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.

4) The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.

5) Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City:

- a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods;
- b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and
- c) Management recommendations regarding the need to protect, conserve, mitigate, maintain recharge or maintain/replicate terrestrial linkages of the headwater drainage features and a corresponding recommendation for an appropriate minimum setback.

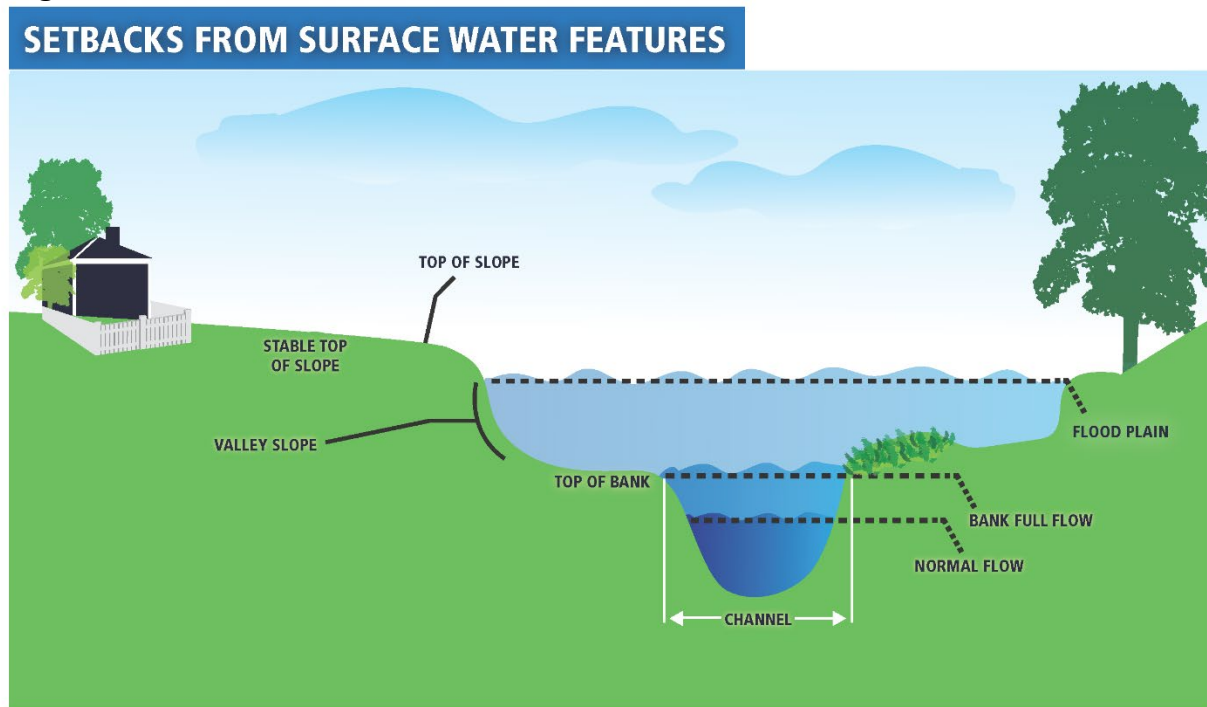
- 6) No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this policy are:
- a) Development or site alteration approved through a secondary plan in the Downtown Core or Inner Urban Transects;
 - b) Activities that create or maintain infrastructure within the requirements of the environmental assessment process, a master servicing study or works subject to the *Drainage Act*;
 - c) Alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the conservation authority in accordance with an assessment of site-specific conditions;
 - d) Activities and uses along permanent waterbodies (rivers and lakes) that support active transportation (including canoe/kayak rental facilities, docks for non-motorized watercraft, pathways) and are approved by the City and the conservation authority;
 - e) Water-oriented facilities along the Ottawa and Rideau Rivers and the Rideau Canal that are compatible with the designations shown in B-series of schedules, are developed in an environmentally sensitive manner, preserve a waterfront shoreline aesthetic and are approved by the City, the conservation authority and Parks Canada, as applicable, to support the following:
 - i) Water-based recreation (including yacht clubs, marinas and beaches);
 - ii) Active transportation (including canoe/kayak rental facilities and pathways);
 - iii) Water-based transportation services (including ferry and water taxi services, boat launch facilities or tourist-related activities such as scenic cruises); and
 - iv) Small-scale commercial services that contribute to or are ancillary to a use permitted in i), ii) or iii) above (including concession stands and restaurants); and
 - f) Non-significant wetlands, where:
 - i) Management and minimum setback recommendations for hydrologically connected wetlands less than 0.5 hectares in size shall be established through Policy 5) for headwater drainage features, in consultation with the conservation authority; and
 - ii) Management and minimum setback recommendations for other non-significant wetlands shall be determined through an approved Environmental Impact Study, in consultation with the conservation authority and consistent with Policy 5) in Subsection 4.8.1.
- 7) Exceptions to the setbacks in Policy 2) shall be considered by the City in consultation with the conservation authority in situations where development is proposed on existing lots where, due to the historical development in the area, it is impossible to achieve the minimum setback because of the size or location of the lot, approved or existing use on the lot or other physical constraint, providing the following conditions are met to the City's satisfaction:
- a) The ecological function of the site is restored and enhanced, to the greatest extent possible, through naturalization with native, non-invasive vegetation and bioengineering techniques to mitigate erosion and stabilize soils; and
 - b) Buildings and structures are located, or relocated, to an area within the existing lot that improves the existing setback, to the greatest extent possible, and does not encroach closer to the surface water feature.
- 8) Notwithstanding Policies 1) and 2), a lot created by severance may include land within the minimum setback if the following criteria are satisfied:

- a) Within the urban boundary, the City and the conservation authority deem that the severance will not negatively affect aquatic or shoreline habitats and will not restrict existing or planned public access to the Ottawa River, Rideau River or Rideau Canal;
- b) Where slope stability is an issue, the lot area outside the geotechnical hazard limit is sufficient to meet the required minimum lot size, and the Council-approved Slope Stability Guidelines for Development Applications are satisfied; and
- c) The lot area outside the minimum setback is sufficient to accommodate all structures and water and wastewater services.

9) Where development is proposed on private services, no septic tank or distribution piping may be located within the minimum setback from surface water features unless an alternative setback has been permitted by the City in consultation with the conservation authority.

10) In addition to the provisions for setbacks described in this section, development proposals next to municipal drains or other works under the *Drainage Act* shall also maintain clear access to the legal working space adjacent to the drain. This working space is defined in the engineer's report adopted through a By-law approved by Council under the *Drainage Act* for the construction and future maintenance of drainage works.

Figure 17



4.9.4 Restrict or limit development and site alteration near groundwater features

1) The City shall protect groundwater resources features that have the potential to be used as drinking water or where groundwater contributes to a surface water feature. The City's

groundwater management programs shall provide supporting information and form the basis to evaluate development.

2) The protection of groundwater features and their hydrologic functions will occur in the following ways:

- a) Preparing and implementing the recommendations of watershed plans, subwatershed plans and site-specific groundwater assessments consistent with Council-approved direction;
- b) Development or site alteration shall only be permitted in or near groundwater features where it has been demonstrated, to the satisfaction of the City, that these features and their related hydrologic functions shall be protected and, where possible, improved or restored; and
- c) Development and site alteration shall be consistent with the conclusions and recommendations of an approved hydrogeological and terrain analysis report.

4.9.5 Implement the policies of the Mississippi-Rideau Source Protection Plan and the Source Protection Plan for the Raisin-South Nation Source Protection Region

1) Any activity or use within designated vulnerable areas shown on Schedule C15, that is considered a significant drinking water threat, shall conform with all applicable approved Source Protection Plan policies and may be prohibited, restricted or otherwise regulated. Related municipal decisions shall conform with the mapping and policies contained within the most recent version of the applicable Source Protection Plan.

2) Wellhead Protection Areas and Intake Protection Zones located in adjacent municipalities may extend into the City of Ottawa. The City shall implement Source Protection Plan policies in these areas, as required by the *Clean Water Act*, and shall consult with the affected municipality as part of the review of any development requiring approval under the *Planning Act*.

3) The City shall define, through the Zoning By-law, the types of development that shall be screened for potential drinking water threat activities within Wellhead Protection Areas and Intake Protection Zones shown on Schedule C15 and which may require a Section 59 Notice to Proceed pursuant to the *Clean Water Act*.

4) To determine whether an activity associated with a proposed development within a Wellhead Protection Area or Intake Protection Zone, shown on Schedule C15, would constitute a significant drinking water threat, the proponent will be required to disclose the proposed activities as part of a complete application.

5) Where the impacts of any proposed development or activity cannot be adequately mitigated within an acceptable risk to drinking water sources to the satisfaction of the City, the development or activity shall not be permitted.

6) Development or site alteration proposals in designated vulnerable areas, shown on Schedule C15, shall be required to assess potential changes in the vulnerability scores and provide a report to the City's satisfaction. Activities that result in new or expanded areas where threats to drinking water could be considered significant under the *Clean Water Act* may not be approved.

7) The City may implement alternative protection measures within highly sensitive Wellhead Protection Areas (lands where the vulnerability score is eight or greater) including, but not limited to, land acquisition, conservation easements, conditions of development and landowner partnership programs.

8) Prior to establishing a new municipal drinking water well, the City shall consult with the Source Protection Region and collaborate in the Source Protection Plan amendment process as required by the *Clean Water Act*. The City shall consider the potential impacts on existing uses and permitted uses within the Wellhead Protection Area and shall avoid establishing a new municipal drinking water well in areas where activities that may constitute a significant threat to drinking water are permitted.

9) The City shall establish measures to protect privately-owned and operated communal drinking water systems, serving six or more lots or private residences, where necessary to preserve the quality and quantity of the local drinking water supply and prevent or mitigate any significant threats to drinking water sources.

10) Development within Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas, as identified in local Source Protection Assessment Reports, will be encouraged to implement best management practices to help protect regional groundwater supplies.

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4.10 School Facilities

Schools are a building block for healthy, complete communities, providing a focus of community life. They are a key element of a healthy, walkable, 15-minute neighbourhood.

Besides their primary purpose as educational institutions, school facilities can provide community infrastructure and resources to a neighbourhood, such as licensed child care facilities, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places and greenspaces. As a hub of community life, safe, sustainable and convenient access for residents of all ages and abilities is necessary. Schools and their surrounding context provide important opportunities to support climate resiliency and strategic goals for healthy and inclusive communities. The school policies below shall be supported by local plans and the Transportation Master Plan.

WHAT WE WANT TO ACHIEVE

- 1) Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design
- 2) Locate schools and other neighbourhood uses close together to provide convenient access to residents
- 3) Make trees an important component of a school's outdoor space



Photo by: City of Ottawa

4.10.1 Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design

1) Primary and secondary schools shall be permitted in all Urban designations, within Villages and on a site-specific basis where appropriate in the Rural Transect. They are not permitted in the Industrial and Logistics designation, in Significant Wetlands, in Natural Environment Areas or in Urban Natural Features or in land that has been acquired through parkland dedication.

2) School buildings shall be sited in a compact and land-efficient manner. School sites shall prioritize safe, sustainable, active transportation mobility choices including walking and cycling as the primary means of travel to and from school. This includes:

- a) Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the school walk zone;
- b) Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increasing the visibility of children and youth at intersections and providing safe intersection crossings that prioritize pedestrians;
- c) Ensuring where possible that local roads are designed and posted for low operating speeds. Opportunities to further reduce vehicle speed may be explored for all roads within 400m walking distance of school sites;
- d) Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;
- e) Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;
- f) Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;
- g) Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;
- h) Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- i) Locating school bus lay-bys and passenger pick-up and drop-off areas (PPDOs) in the right-of-way, as opposed to on school property, wherever possible in order to minimize curb cuts and front yard setbacks and improve pedestrian safety. School bus lay-bys and PPDOs should be located on separate frontages, with visually contrasting materials or colours. In the Downtown Core and Inner Urban Transects, wherever possible, school bus lay-bys and PPDOs should maintain regular curb locations rather than widening the roadway.

4.10.2 Locate schools and other neighbourhood uses close together to provide convenient access to residents

1) School design shall make efficient use of land by giving first preference to multi-storey school buildings where possible, and minimizing setbacks.

2) Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:

- a) Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;
- b) Where a school board has confirmed that it does not have an interest in a site that has been identified for it, a variety of alternate uses may be developed, including residential;
- c) Where the opportunity permits, the City may consider an agreement with the school board for a facility partnership. This may include a school board or boards and the City entering into an agreement for shared recreation amenities in parks, where appropriate; and
- d) Nothing in this section will exempt development from parkland dedication requirements.

3) Where a school is identified as a candidate for closure, the City shall work with the school board, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and retain the school grounds for a park, either in whole or in part.

4) The design of outdoor children’s play areas should align with Subsection 4.6.4, Policy 4).

4.10.3 Make trees an important component of a school’s outdoor space

1) School site design shall incorporate new tree planting, as well as the conservation of existing trees where possible.

2) Woodlots, stands of trees or clusters of newly planted trees, should be incorporated into functional spaces (e.g. natural play areas or outdoor classrooms) either on site or through a pathway connection to adjacent sites, where appropriate and feasible.

4.11 Generally Permitted Uses

Certain land uses are considered to be characteristic and supportive of the daily life and functioning of the applicable designation. For convenience, these uses have been grouped as generally permitted uses. These uses shall be generally permitted, subject to: the policies set out below and in other applicable sections of this Plan; and the Zoning By-law may set conditions and restrictions on the following uses, including to floor area, massing and location to achieve appropriate integration with adjacent land uses and with regard to the policy context.

Retail Food Store

1) Food is a basic requirement for a healthy, walkable 15-minute neighbourhood, and the Zoning By-law shall facilitate provision of food sales, preferably through grocery stores, in order to ensure residents live within close proximity to food within the Downtown, Inner Urban, Outer Urban and Suburban Transects and within Villages in the Rural Transect.

Food Production

2) Food production, processing, distribution, storage and farmer's markets are supported throughout the city. In urban areas and villages, community gardens and indoor and outdoor crop production which does not have an adverse effect on the surrounding area by virtue of appearance, function, risk of rodent infestation or high volumes of vehicular traffic, are permitted.

Renewable Energy Generation

3) Renewable energy generation facilities that are subject to Provincial approvals will be permitted as a principal use within the following designations:

- a) Rural Countryside;
- b) Greenbelt Rural and Greenbelt Facility; and
- c) Natural Environment Area sub-designation, subject to the policies of Subsection 7.3.

4) Renewable energy generation facilities that are subject to provincial approvals and are subordinate to a principal use will be permitted within the following designations:

- a) Agricultural Resource Area, only as an on-farm diversified use; and
- b) Rural Industrial and Logistics.

5) The following considerations will be used to establish zoning by-law provisions for such renewable energy generation facilities:

- a) Limiting nuisance impacts, such as through siting and screening requirements;
- b) Limiting impacts on significant natural heritage features and agricultural resource area lands; and
- c) The ability to access the electricity transmission network and arterial roadways.

Licensed Child Care Centres or Facilities Providing Temporary Care

6) Licensed child care centres or facilities providing temporary care of seniors or people with disabilities shall be permitted in all designations except within Industrial and Logistics; on hazard lands, in Significant Wetlands; and subject to the conditions within Mixed Industrial.

Public Utilities and Municipal Services

7) Public utility facilities and municipal services that are authorized under the requirements of the *Environmental Assessment Act* may be permitted in all designations of this Plan. Other public utilities and municipal services and facilities are permitted in all designations on Schedule A and the B-series of schedules, except in Natural Environment Areas, Significant Wetlands, Sand and Gravel and Bedrock Resource Areas, Flood Plains or near Unstable Slopes shown on Schedule C15, provided that:

- a) The construction of permanent buildings is discouraged where an area, not in one of the identified designations, is found to be environmentally sensitive;
- b) The design of the utility or facility meets the intent of the applicable transect and overlay policies; and

c) Where proposed in Agricultural Resource Areas or the Natural Heritage System Overlay, the location shall be essential for the provision of the utility, service or facility or constitutes a necessary expansion of an existing facility. A study may be required to assess alternative locations outside the designated areas and the environmental impacts on these areas shall be mitigated if alternative locations are not feasible.

Wireless Communication Facilities

8) Proponents of new telecommunication facilities shall comply with the City's Municipal Concurrence and Public Consultation Process for Antenna Systems, in accordance with Industry Canada requirements.

Wayside Pits and Quarries

9) Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts are permitted in all designations on Schedule A and the B-Series of schedules except: Natural Environment Areas, and Significant Wetlands, or on Flood Plains shown on Schedule C15 or where environmental sensitivities have been determined to be incompatible with extraction and associated activities.

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Section 5. Transects

RURAL

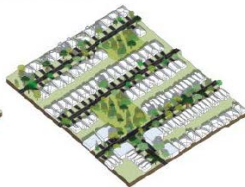
SUBURBAN

GREENBELT

OUTER URBAN

INNER URBAN

DOWNTOWN



Section 5. Transects

Schedule A divides the City into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

Throughout the transect policies, references are made to urban and suburban built form and site design. Table 6 provides guidance as to the general characteristics associated with urban and suburban built form, in order to assist with interpreting and applying the policies within this section. The first column of Table 6 highlights the characteristics consistent with urban development typically associated with areas of the City built prior to World War II and the widespread use of automobiles. This is the form of development most common in the Downtown Core and Inner Urban transects, and within Village Cores of the Rural Transect. The second column outlines the characteristics associated with the classic model of suburban built form that is found in parts of the Inner Urban and Suburban transects and is common throughout the Outer Urban Transect.

Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas

No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street
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The transect policies provide direction on minimum and maximum height based on context through the type of transect and designation. Table 7 is provided as an easy reference tool for the reader to quickly determine what minimum and maximum heights could apply. For full details of the heights requirements, refer to the policy reference.

Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy

Transect	Official Plan Policy Reference	Designation	Height Category and Details
Downtown Core Transect	5.1.3(1)	Hubs	High-rise and High-rise 41+: between 10 storeys and 40 storeys and 41 storeys plus, through criteria and area-specific policy
	5.1.4(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 4 storeys and maximum 40 storeys
	5.1.4(3)	Mainstreet Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys
	5.1.4(4)	Minor Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys
	5.1.3(2)	Neighbourhoods	Low-rise: minimum 2 storeys and maximum 4 storeys
Inner Urban Transect	5.2.3(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys
	5.2.3(2)	Mainstreet Corridors	Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition
	5.2.3(3)	Minor Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 6 storeys
	5.2.4(1)	Neighbourhoods	Low-rise: no minimum , zoning will permit at least three storeys but no more than 4 storeys
Outer Urban Transect	5.3.3(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys
	5.3.3(3)	Mainstreet Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 40 storeys, dependent on road width and transition
	5.3.3(4)	Minor Corridors	Low-rise: minimum 2 storeys and maximum 4 storeys
	5.3.4(1)	Neighbourhoods	Low-rise: no minimum and generally, zoning will permit at least 3 storeys but no more than 4 storeys

Suburban Transect	5.4.1(2)	Hubs	Low-rise, Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys
	5.4.1(2)	Mainstreet Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition
	5.4.1(2)	Minor Corridors	Low-rise: minimum 2 storeys and maximum 4 storeys
	5.4.5(1)	Neighbourhoods	Low-rise, no minimum: generally, zoning will permit at least three storeys but no more than four storeys

* Notwithstanding height permissions or restrictions within its designation as a Mainstreet Corridor designation, when a Mainstreet Corridor is within the boundary of a Special District designation, the height provisions of Special District policies designation will take precedence.

* Table 7 does not prescribe maximum or minimum heights as the policies throughout the Official Plan prevail.

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5.1 Downtown Core Transect

Photo by: City of Ottawa



The Downtown Core is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. It is part of a larger metropolitan downtown core that includes the Centre-Ville de Gatineau as defined in the Plan d'urbanisme de la Ville de Gatineau, and this larger metropolitan downtown core is the centre of the regional public transit network. The Metropolitan Downtown Core, as indicated on Annex 1, is the most important economic, cultural, tourist and administrative hub in the greater Ottawa-Gatineau metropolitan area. At once separated and united by the Ottawa River, the Metropolitan Downtown Core has unique planning challenges that require a coordinated vision between both municipalities, notably with respect to the movement of people and goods, the development of tourism and investment attraction, as well as in planning related matters of common interest. The City of Ottawa and the Ville de Gatineau are partners in ensuring the proper integration of their neighbourhoods, hubs and corridors with Crown-owned and planned properties, notably those located along Confederation Boulevard.

Over the next twenty-five years, both cities will need to respond to the challenges of population growth, climate change and seek to play a leadership role nationally and internationally in providing a level of liveability that will attract residents, talent and businesses. The Metropolitan Downtown Core is the most significant focus area in which these objectives can be demonstrated.

The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

5.1.1 Maintain and enhance an urban pattern of built form, site design and mix of uses



1) The Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.

WHAT WE WANT TO ACHIEVE

- 1) Maintain and enhance an urban pattern of built form, and site design and mix of uses
- 2) Prioritize walking, cycling and transit within, and to and from, the Downtown Core
- 3) Locate the tallest buildings and greatest densities in the Downtown Core Transect
- 4) Provide direction to the Hubs and Corridors located within the Downtown Core Transect
- 5) Provide direction to the Neighbourhoods located within the Downtown Core Transect

- 2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
 - a) Hubs and a dense network of Corridors provide a full range of services;
 - b) A high concentration of employment is maintained and increased;
 - c) Existing and new cultural assets are supported, including those that support music and nightlife; and
 - d) Residential densities are sufficient to support the full range of services noted in Policy a).
- 3) In the Downtown Core, the Zoning By-law may:
 - a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and
 - b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.
- 4) The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.
- 5) To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:
 - a) Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
 - b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
 - c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
 - d) On-site stormwater management to mitigate increased imperviousness; and
 - e) Alignment with other climate adaptation policies and procedures identified in this Plan.
- 6) The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
 - a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;
 - c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.

5.1.2 Prioritize walking, cycling and transit within, and to and from, the Downtown Core

- 1) In the Downtown Core, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
 - a) Automobile service stations;
 - b) Automobile dealerships other than showrooms contained entirely within a building;
 - c) Drive-through facilities;
 - d) Surface parking lots; and
 - e) Mini-storage warehouses except as an ancillary use to a major residential development.

- 2) The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

- 3) Motor vehicle parking in the Downtown Core shall be managed as follows:
 - a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
 - b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;
 - c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
 - d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and
 - e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

5.1.3 Locate the tallest buildings and greatest densities in the Downtown Core Transect

- 1) High-rise buildings and High-rise 41+ may be permitted in the Downtown Core Hubs, subject to:
 - a) Protected views specified in Subsection 4.6.2;
 - b) Limits on building heights and massing established through secondary plans or area-specific policies, urban design policies in Subsection 4.6 or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - c) Resolution of any constraints in water, sewer and stormwater capacity.

- 2) The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:
 - a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys; and
 - b) New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as permitted in Subsection 6.3.1, Policy 4, and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3.

5.1.4 Provide direction to the Hubs and Corridors located within the Downtown Core Transect

- 1) Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:
 - a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 and High-rise inclusive;
 - b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on:
 - i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or
 - ii) North of Nepean Street.
 - c) Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and
 - d) In order to provide a transition from the Hub to the adjacent built form, despite Policy c), on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.

- 2) The Zoning By-law may prohibit buildings with only one type of use in Hubs within the Downtown Core Transect, and developments shall be required to co-locate within the same building complementary functions and uses, including but not limited to residential, office, commercial and institutional.

- 3) On Downtown Core Mainstreet Corridors, minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights. Where development is proposed on Mainstreet Corridors, all of the following must be met:
 - a) All buildings shall have active entrances facing the Mainstreet, regardless of use;
 - b) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 8) and 9);
 - c) Buildings shall be of a lower height on lots too small to accommodate an appropriate height transition noted in provision a) above; and
 - d) The height of such buildings may be increased to generally 15 storeys for sites that are within 100 metres walking distance of an O-Train station.

- 4) On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and stepbacks. The height of such buildings:
 - a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 8) and 9);
 - b) May be limited further on lots too small to accommodate an appropriate height transition; and
 - c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

5.1.5 Provide direction to the Neighbourhoods located within the Downtown Core Transect

1) Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys and where appropriate, allowing a built height as-of-right of up to 4 storeys height permission to allow for higher-density Low-rise residential development;
- d) Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

DOWNTOWN



DRAFT

5.2 Inner Urban Transect

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics described in Table 6, while the post-war neighbourhoods reflect suburban characteristics.

WHAT WE WANT TO ACHIEVE

- 1) Enhance or establish an urban pattern of built form, site design and mix of uses
- 2) Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect
- 3) Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect
- 4) Provide direction to the Neighbourhoods located within the Inner Urban Transect



Photo by: City of Ottawa

5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses



1) The Inner Urban Transect's built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.

2) In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:

- a) Intensification or redevelopment of old shopping centres;
- b) Encouraging mid-20th century tower-in-the-park sites to infill underused lands on their sites so as to connect with and frame the surrounding streets, increase housing choice and integrate existing towers with the physical and social fabric of abutting neighbourhoods; and
- c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.

3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:



Photo by: City of Ottawa

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.

5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

- 1) In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
 - a) Automobile service stations;
 - b) Automobile dealerships, except automobile showrooms entirely contained within a building;
 - c) Drive-through facilities;
 - d) Surface parking lots as a main use of land; and
 - e) Mini-storage warehouses, except as ancillary uses to major residential development.
- 2) The transportation network for the Inner Urban Transect shall:
 - a) Prioritize walking cycling and transit; and
 - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.
- 3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
 - a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
 - b) No parking shall be required as a condition of development within Hubs;
 - c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
 - d) Where new development is proposed to include parking as an accessory use, such parking:
 - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

5.2.3 Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

- 1) Within Hubs, permitted building heights, are as follows:
 - a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
 - b) High-rise 41+ where permitted by a secondary plan;
 - c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
 - d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

- 2) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes,:
 - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
 - b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
 - c) In all cases,
 - i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 8) and 9); and
 - ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

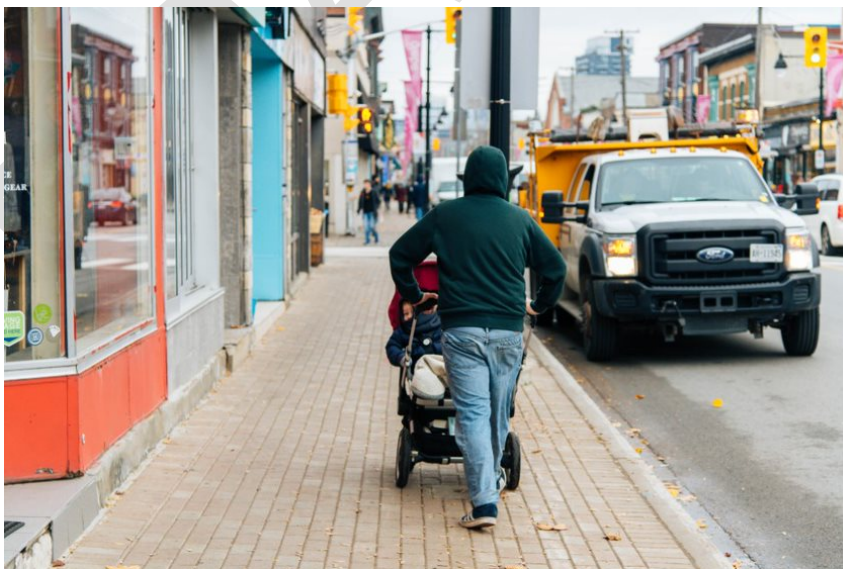


Photo by: City of Ottawa

- 3) Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and stepbacks:
 - a) Generally, not less than 2 storeys and in the maximum height range between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;

- b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 stories;
- c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policies 8 and 9); and
- d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

4) All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

5.2.4 Provide direction to the Neighbourhoods located within the Inner Urban Transect

1) Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys while permitting a built height as of right, Transect wide, of 3 storeys to allow for higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

INNER URBAN



5.3 Outer Urban Transect

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model referenced in Table 6, below, and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

These neighbourhoods were originally intended as predominantly residential bedroom neighbourhoods, planned and built around automobile travel, with a relatively small range of low-density housing types. Most of their building stock is still too recent to expect wholesale redevelopment over the life of this Plan.

The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.

WHAT WE WANT TO ACHIEVE

- 1) Recognize a suburban pattern of built form and site design
- 2) Enhance mobility options and street connectivity in the Outer Urban Transect
- 3) Provide direction to the Hubs and Corridors located within the Outer Urban Transect
- 4) Provide direction to Neighbourhoods located within the Outer Urban Transect



Photo by: City of Ottawa

Table 8: Suburban Built Form and Land-use Characteristics:

Classic (Post-war to 1980)	Conventional (1980 to present)	15-Minute (Beyond 2020)
Soft landscaping are prominent, buildings are secondary	Buildings and infrastructure, including highly programmed parks dominate the built landscape	Nature, buildings and infrastructure are harmonized with a continued emphasis on park amenity as part of an integrated urban fabric
Detached houses are dominant residential typology	Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix	Smaller proportion of detached housing. Replaced with higher-density ground-oriented housing, with some mid- and high-rise buildings within transit hubs
Separated residential and non-residential land uses and moderate street connectivity	Isolated commercial centres, civic and institutional uses and residential uses with low to moderate street connectivity	Highly integrated commercial, civic and institutional uses with residential areas creating highly connected 15-minute neighbourhoods
Auto-oriented land-use patterns and site designs with little consideration for active transportation users	Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure	Land-use patterns that focus on transit and connectivity, and a built environment that prioritizes the safety and convenience of active transportation

5.3.1 Recognize a suburban pattern of built form and site design

1) The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.

2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs.

- 3) In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:
 - a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
 - b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.

- 4) In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:
 - a) Multi-unit dwellings in Hubs and on Corridors;
 - b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
 - c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

5.3.2 Enhance mobility options and street connectivity in the Outer Urban Transect

- 1) The transportation network for the Outer Urban Transect shall:
 - a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;
 - b) Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and
 - c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
 - i) Establishing park-and-ride facilities at strategic locations near rapid transit stations; and
 - ii) Maximizing direct pedestrian access from residential areas to street transit stops.

- 2) When reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridors and as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.

- 3) In the Outer Urban Transect areas, all streets within Hubs and within an Evolving Overlay shall be identified as access streets.

5.3.3 Provide direction to the Hubs and Corridors located within the Outer Urban Transect

- 1) Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:
 - a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise; and

b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

2) Parking in Outer Urban Hubs shall be managed as follows:

a) Minimum parking requirements may be reduced or eliminated; and

b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block, behind or beside the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

3) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and

b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.

4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 4 storeys except where a secondary plan or area-specific policy specifies different heights.

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect

1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:

a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;

b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;

c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;

d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and

e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

OUTER URBAN



DRAFT

5.4 Suburban Transect

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model described in Table 6 in Subsection 5.3 and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

These neighbourhoods were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core.

Almost 50 years later, those three suburban communities are going to complete growing over the life of this Official Plan. However, there are small pockets of land adjacent to the existing neighbourhoods that are not agricultural resource lands or lands with high ecological value, which can be added into the current neighbourhoods.

Development of these lands will largely rely on the existing transit network, arterial roads and trunk drinking water and wastewater distribution systems for orderly cost efficient development. Future neighbourhoods, accommodating growth in the suburban transects, will be built on sustainable design attributes for dense and connected networks, learning from the many years of work through the Building Better and Smarter Suburbs program.

Using these lands will address approximately 46 per cent of the growth we need in greenfield land over the next 25 years, and in line with Section 3 on Growth Management, will likely meet our urban growth needs until 2046.

While we add these small segments of lands, our focus in the three major suburbs will be to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods. The planning challenge is to introduce more viable public transit and active mobility options neighbourhood wide in each of the major suburban communities, solidify Town Centres with more employment and more urban-type development, help functional local hubs and corridors to emerge and develop and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern, with more substantial changes focused to strategic locations.

This Plan also introduces the new community of Tewin, in the south-east area of the City. This is Ottawa's opportunity 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.

WHAT WE WANT TO ACHIEVE

- 1) Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- 2) Enhance mobility options and street connectivity in the Suburban Transect
- 3) Provide direction to the Hubs and Corridors located within the Suburban Transect
- 4) Provide direction for new development in the Suburban Transect
- 5) Provide direction to Neighbourhoods located within the Suburban Transect

Other lands surrounding these suburbs are of high-value agricultural or are clusters of ecologically significant lands. Growing into these lands will have negative consequences in terms of preserving agricultural resource lands or ecologically significant lands. In addition, the City wants to protect the distinctiveness of nearby rural villages and does not want neighbourhoods to grow into one another. That is why this Plan contemplates the end of outward growth of these suburbs.

5.4.1 Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

- 1) The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.
- 2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods;
 - b) Low-rise along Minor Corridors, however the following policy direction applies;
 - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to this Plan;
 - ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and
 - iii) High-rise buildings may be permitted through a secondary plan.
 - c) Mid-rise along Mainstreet Corridors, however the following policy direction applies;
 - i) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
 - ii) The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 8) and 9); and
 - iii) The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and
 - d) In Hubs, the following heights will apply:
 - i) High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - ii) Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - iii) Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.or High-rise in Hubs.
- 3) In the Suburban Transect, this Plan shall support:
 - a) A range of dwelling unit sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors; and
 - ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and

b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

5.4.2 Enhance mobility options and street connectivity in the Suburban Transect

1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
- b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.

2) In the Suburban Transect, all streets within Hubs and within an Evolving Overlay shall be identified as access streets.

5.4.3 Provide direction to the Hubs and Corridors located within the Suburban Transect

1) Town Centre Hubs are denoted by the initials TC on Schedules B5, B6, B7 and B8 of this Plan. They are intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office development seeking to locate in suburban neighbourhoods.

2) Parking in Suburban Hubs shall be managed as follows:

- a) Minimum parking requirements may be reduced or eliminated; and
- b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site;

3) Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however
- b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 8) and 9); and
- c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are of up to 4 storeys, however,
 - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;
 - ii) Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and

iii) Mid-rise or high-rise buildings may be permitted through a Secondary Plan.

5.4.4 Provide direction for new development in the Suburban Transect

1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but secondary plans shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

5.4.5 Provide direction to Neighbourhoods located within the Suburban Transect

1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

SUBURBAN



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5.5 Greenbelt and Rural Transect areas

The Greenbelt is comprised of approximately 20,000 hectares of land, most of which is owned by the National Capital Commission or other public agency. Despite its predominantly rural and natural character, these lands are located within the City's urban boundary and separates the Outer Urban Transect from the Suburban Transect area. The Greenbelt Transect area is identified on Schedule B4.

The Rural Transect area, identified on Schedule B9, accounts for approximately 80 per cent of the City's total land area. The use of land in this transect area varies in intensity from untouched natural areas and cultivated farmland, to more intense development within villages and commercial industrial areas.

Both the Greenbelt and Rural Transect areas provide for a range of social and economic activity and the policies for these transect areas are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting economic development for rural businesses in recognition of their valuable contributions to the regional economy.

WHAT WE WANT TO ACHIEVE

- 1) Recognize a rural pattern of built form and site design
- 2) Recognize mobility options and road connectivity in the Greenbelt and Rural Transects

5.5.1 Recognize a rural pattern of built form and site design

1) Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.

- a) Within Villages, development will be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, secondary plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and sustainable suburban forms elsewhere, in accordance with context;
- b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and
- c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage.

2) Development in the Greenbelt and Rural Transect areas shall:

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;
- b) Allow for higher densities within serviced Villages;
- c) Allow for uses that integrate well with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and

f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.

3) Nothing in this Plan is intended, or may be applied, to restrict a normal farm practice from being carried on as part of an agricultural operation on lands designated as Agricultural Resource Area or Rural Countryside according to provincial legislation as amended from time to time.

4) The designations applied to lands in the Greenbelt Transect area are intended to reflect the goals of the National Capital Commission's Greenbelt Master Plan. Proponents of any land use shall conform to both the policies of this Official Plan and the National Capital Commission's Greenbelt Master Plan where applicable.

5.5.2 Recognize mobility options and street connectivity in the Greenbelt and Rural Transects

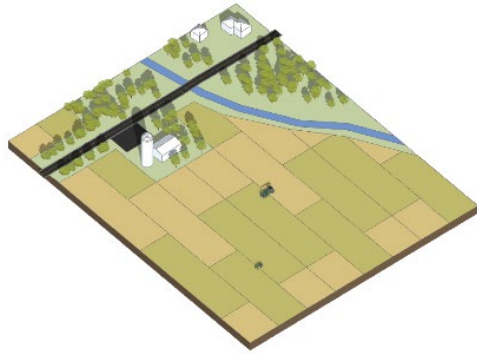
1) Mobility in the Rural area shall be premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural area. The Rural mobility network shall:

- a) Have arterial rural roads designed to a rural cross-section;
- b) Have a designated road network to provide for the efficient movement of goods;
- c) Include right of way designs within Villages that support walkability while also providing for the movement of goods in the surrounding agricultural area;
- d) Within villages that have transit service, and as opportunities arise, introduce pedestrian shortcuts from residential areas to street transit stops;
- e) Connect the rural neighbourhoods with pathways and trails to provide access to services and amenities where opportunities to do so are identified, including tourism and recreation; and
- f) Provide for cycling infrastructure where feasible to support rural tourism and sustainable modes of transportation.

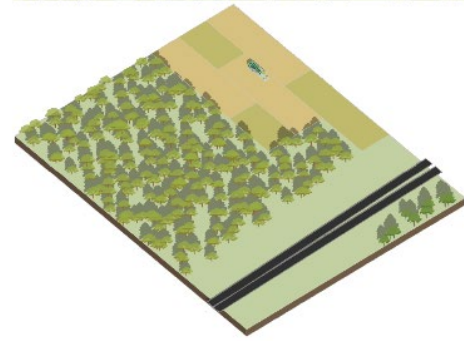
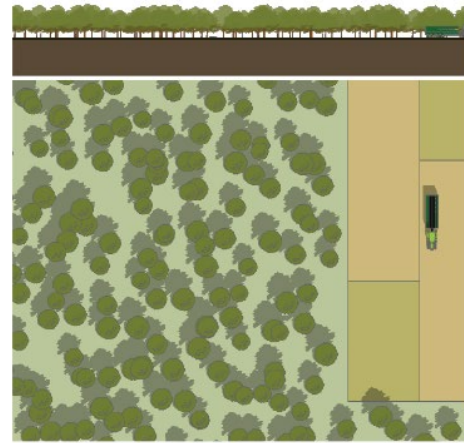
2) By definition, all streets and roads within Villages shall, by default, be access streets. Traffic flow and capacity may be permitted insofar as it maintains the spatial quality of place, the priority of sustainable modes of transportation, and the safety of vulnerable road users.

3) Roads in the Greenbelt Transect should be designed to a rural standard, while providing safe and direct sustainable transportation routes, to maintain the rural character of the Greenbelt and minimize the fragmentation of farmland and natural areas.

RURAL



GREENBELT



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5.6 Overlays

There are several categories of overlays which apply to complement the underlying designations, found in Section 4. These overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of this Plan.

5.6.1 Built Form Overlays

The Built Form Overlays are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed.

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The Future Neighbourhood Overlay is applied to greenfield sites in the Suburban transect and to large sites within the other urban transects to give guidance and direction to the design of new neighbourhoods, so that they are conceived from the onset as 15-minute neighbourhoods that fully meet the intent of the Five Big Moves and are well integrated with surrounding neighbourhoods.

WHAT WE WANT TO ACHIEVE

- 1) Provide built form direction for the urban area where intensification is anticipated to occur



Photo by: City of Ottawa

5.6.1.1 Provide built form direction for the urban area where intensification is anticipated to occur

1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

2) Where an Evolving overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b, .

3) In the Evolving Overlay, the City:

- a) The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
- b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

4) Where an Evolving overlay abuts lands with no overlay, the overlay applies to both sides of the public street, including designated Corridors as applicable, to allow consistency in built form, generally to the depth of the lot fabric fronting such street.

5) Where a property within an overlay is identified as a heritage resource or is within a Heritage Conservation District, the relevant heritage policies continue to apply.

6) Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

7) Where no overlay is applied, the area shall continue to build out in its current context as set out in the corresponding transect area and designation policies, allowing for development to continue

in the current form and function of the area.

5.6.2 Future Neighbourhood Overlay

The Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.

The following categories apply to the Future Neighbourhood Overlay as indicated in the B-series of schedules:

Category 1 – New urban expansion area

Category 2 – Tewin new community

5.6.2.1 Create 15-minute neighbourhoods supported by funded transit and infrastructure

1) Development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.

2) The underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan.

3) Lands within Category 1 and 2 include individual parcels or clusters of land requiring an extension or upgrade of services including transit and infrastructure (being water, wastewater and stormwater). In addition to the other requirements listed in this section, all of the following must be satisfied prior to the Future Neighbourhoods Overlay being removed for lands that are not within the catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and/or have infrastructure servicing issues that would require major upgrades to an existing system and/or unplanned extension of infrastructure:

- a) A Council-approved funding source and/or legal funding mechanisms is required where infrastructure servicing issues need major upgrades to an existing system and/or an unplanned extension of water, wastewater and stormwater services, to service the lands within the overlay;
- b) Provision of rapid or equivalent quality transit service within a 1.9 km radius of the centroid of the proposed subdivision, as well as sufficient road connections and system capacity to accommodate the forecast level of demand. Road and transit facilities must either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council-approved mechanism. In establishing equivalent transit service, consideration should be given to both the frequency and quality (reliability/speed) of transit operations; and
- c) Completion of a transportation study to the satisfaction of the City which:

WHAT WE WANT TO ACHIEVE

- 1) Create 15-minute neighbourhoods supported by funded transit and infrastructure

- i) Identifies a mode share that is consistent with, or better than, the objectives of the Big Policy Move 2 of this Official Plan;
- ii) Identifies any downstream transit or road capacity deficiencies triggered or made worse by the new development;
- iii) Identifies measures to address these deficiencies (including improvements to the road, transit and active transportation networks); and
- iv) Sets out an implementation timeframe for each measure corresponding to the anticipated phasing of development.

4) Policy 3) does not apply to Category 1 lands where it can be demonstrated through the community design plan process that the lands are within catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and have services, being water, wastewater and stormwater, which can be provided to accommodate additional development without any or with only minimal need for upgrades to the existing trunk systems, or other facilities.

5) A community design plan including applicable studies per section 12 shall be approved by Council and that approval may be concurrent with the adoption of an Official Plan Amendment which would remove the Future Neighbourhood Overlay and establish a Secondary Plan for the lands.

6) Notwithstanding Policy 5), an update of an existing community design plan or secondary plan to include the new land area may be acceptable when the proposed development is adjacent to an area subject to an existing such plan and the scale of the addition is commensurate to an update process, provided supporting studies, such as a master servicing study, are also updated.

7) Notwithstanding Policy 5), a concept plan may be acceptable for small scale sites under one ownership, at the sole discretion of the City, subject to the requirements of Subsection 11.6, Policy 13.

8) Development within the Future Neighbourhood Overlay shall be consistent with the policies of this Plan, in particular Subsection 5.4.4.

9) All parcels that form part of a larger contiguous expansion area must proceed through the same community design plan process and cannot proceed independently of the larger area. The City will only consider the removal of the overlay from the land designated Future Neighbourhood upon the completion of a studies and a secondary plan for the whole area.

10) The community design plan process for the Category 1 lands located in Barrhaven south, north of Barnsdale Road shall include the adjacent lands designated Industrial. The lands designated Industrial can only be developed when a community design plan (CDP) and associated studies have been approved.

11) Technical and financial requirements outlined in Annex 10 are required before Council approves a secondary plan for the Category 2 - Tewin new community in addition to the policies of this section and Section 12.

12) Proponents of development shall convey natural heritage features and the natural heritage system at no cost to the City.

13) Proponents of development shall commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer.

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5.6.3 Aggregate Overlays

Mineral aggregates are a non-renewable resource that is valuable to both the city's growth and economy. The city has identified important mineral aggregate resources that are:

- Of a good quality and quantity;
- Located sufficiently close to local markets; and
- Situated in relation to existing residential development such that they can be extracted with minimal impacts on sensitive land uses and existing development.

Two mineral aggregate overlays apply to the predominantly rural designations of Agricultural Resource Area, Rural Countryside and Rural Industrial and Logistics area, to allow the Official Plan to provide guidance to the protection of areas with mineral aggregate resources.

WHAT WE WANT TO ACHIEVE

- 1) Protect important mineral aggregate resources of good quantity and quality and close to market, from incompatible development.
- 2) Protect existing licensed mineral aggregate operations from incompatible development and minimize negative effects on neighbourhoods.

5.6.3.1 Protect important mineral aggregate resources of good quantity and quality and close to market, from incompatible development

1) Mineral aggregate resource areas are identified through two overlays, shown as additional to the underlying designation identified on the B-series of Schedules of this Plan: Sand and Gravel Resource Area and Bedrock Resource Area. Subject to Subsection 5.6.3.2 Policies 3) and 4), the permitted uses are those of the underlying designation and those of the overlay.

2) Extraction of mineral aggregate resources may be permitted outside of the mineral aggregate overlays where there is a sufficient quantity and quality of resources to warrant extraction; as demonstrated to the satisfaction of the City and the Province and subject to the policies in this Plan.

3) The operation of a sand and gravel pit is the primary use within the Sand and Gravel Resource Area Overlay, the operation of a sand and gravel pit as the primary land use for land; subject to Policy 9) below, a Zoning By-law Amendment application and the provisions of the *Aggregate Resources Act*. Zoning by-law amendments approved under this policy will apply only to the boundary of the licensed area.

4) The operation of a quarry is the primary land use for land within the Bedrock Resource Area Overlay; subject to Policy 9) below, a Zoning By-law Amendment application and the provisions of the *Aggregate Resources Act*. Zoning by-law amendments approved under this policy will apply only to the boundary of the licensed area.

5) The City requires that all pits and quarries licensed under the *Aggregate Resources Act*, with the exception of wayside pits and wayside quarries, be zoned for mineral extraction use in the Zoning By-law.

6) Additional related uses, such as asphalt plants, concrete batching plants and other heavy industrial uses associated with mineral extraction operations, may also be permitted, subject to mitigation of potential adverse effects.

7) Aggregate extraction may be permitted as an interim use in the Agricultural Resource Area outside of the mineral aggregate overlay subject to the lands being rehabilitated to an agricultural condition, with soils of equivalent or better quality than prior to the extraction, as shall be documented prior to the commencement of aggregate extraction operations. Rehabilitation to agriculture will be the first priority. Nevertheless, complete agricultural rehabilitation may not be required where:

- a) There is a substantial quantity of mineral aggregate resources below the water table warranting extraction;
- b) The depth of the planned extraction makes restoration of pre-extraction agricultural capability unfeasible;
- c) Hydrogeological investigations demonstrate to the satisfaction of the City that agricultural rehabilitation is not desirable due to groundwater protection requirements; and
- d) The City, has determined a suitable alternative post-extractive use in conformity with the policies in this Plan.

8) In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation.

9) As part of a complete application, studies and the site plans required under the *Aggregate Resources Act* shall also be required by the City. The areas of influence generally are 500 metres around quarries, 300 metres for sand and gravel pits, and the proposed haul route. The required studies, as are determined to be appropriate considering the type of extraction proposed, may include those identified in the *Aggregate Resources Act*.

10) Where the sand, gravel or bedrock mineral aggregate resources of a property have been fully extracted, the site fully rehabilitated and an aggregate license surrendered, the property may be used for other purposes in accordance with the policies of the underlying designation. Under this circumstance the City shall not require the proponent to amend the mineral aggregate overlay; instead the overlay shall be amended to accurately reflect the new use at the time of the next comprehensive Official Plan update or through a City-initiated Official Plan amendment.

5.6.3.2 Protect existing licensed mineral aggregate operations from incompatible development and minimize negative effects on neighbourhoods

1) Subject to issues of health, public safety and environmental impact, temporary non-residential uses may be permitted in the Sand and Gravel Resource Area Overlay or Bedrock Resource Area Overlay if it can be demonstrated to the satisfaction of the City that the use shall not preclude or otherwise hinder the designated area for future mineral aggregate extraction.

2) In recognition of existing lots of record, the City may permit the construction of a detached dwelling and accessory buildings on lands within the mineral aggregate overlays subject to all of the following conditions:

- a) The lot fronts on an existing public road;

- b) The lot was created under the *Planning Act* prior to July 9, 1997;
- c) The use is permitted in the Zoning By-law;
- d) All requirements for private servicing requirements are met; and
- e) New development shall be sited on existing lots in order to minimize the impact upon future extraction of mineral aggregate resources.

3) New development shall not be approved within 500 metres of lands within the Bedrock Resource Area Overlay, or within 300 metres of lands within the Sand and Gravel Resource Area Overlay, unless it can be demonstrated that such development shall not conflict with future mineral aggregate extraction. Conflicting land uses are new sensitive land uses that interfere with mineral aggregate extraction, including but not limited to:

- a) The creation of new lots;
- b) Rezoning to permit dwellings or lodging places (motels, campgrounds, nursing homes, etc.); and
- c) Small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.

4) New development may be approved within 500 metres of an existing licensed bedrock quarry or within 300 metres of an existing sand and gravel pit if it can be demonstrated that the existing mineral aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by the development.

5) Where the City approves the development of land in accordance with the Policies 3) or 4) above, it may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.

6) The City may permit the creation of new lots on land within the influence areas, where all of the following criteria are met:

- a) The intention is to sever a lot for a house existing as of July 9, 1997;
- b) The vacant parcel that remains within the Sand and Gravel Resource Area Overlay, the Bedrock Resource Area Overlay or within an influence area identified in Policy 3), is rezoned to prohibit the construction of a new residential building; and
- c) Where the severance is within an influence area identified in Policy 3), it shall also be permitted by and be consistent with the policies of the underlying designation of the land.

7) Where lands are within the Sand and Gravel Resource Area Overlay or the Bedrock Resource Area Overlay, and alternative uses are proposed through amendment to the Official Plan or Zoning By-law, the following shall be required as part of a complete application:

- a) A demonstration that the land is not suitable for exploitation for the sand and gravel or bedrock resource for which the overlay applies; and
- b) A demonstration that the proposed use will not hinder potential mineral aggregate extraction from other designated or licensed adjacent lands, including the future expansion in depth or area of any current or future licensed pit or quarry, issues of health, public safety, environment impact and quality of life. This may necessitate the submission of other supporting information such as but not necessarily limited to, geo-technical and groundwater studies, noise, vibration and dust studies and, environmental impact assessment.

5.6.4 Natural Heritage Overlays

The City has two Natural Heritage Overlays which appear on the C11 series of Schedules of the Official Plan: a Natural Heritage System Overlay and a Natural Heritage Features Overlay.

5.6.4.1 Protect the Natural Heritage System and Natural Heritage Features

- 1) The Natural Heritage System Overlay consists of Natural Heritage System Core Area and Natural Heritage System Linkage Area, as follows:
 - a) In Natural Heritage System Core Areas, development or site alteration shall maintain or enhance the integrity, biodiversity and ecosystem services of the area; and, not compromise the potential for long-term enhancement and restoration of the ecological integrity, biodiversity and ecosystem services of the area; and
 - b) In Natural Heritage System Linkage Areas, development or site alteration shall maintain or improve the ecological and recreational connectivity of the area; and, not compromise the potential for long-term enhancement and restoration of ecological and recreational connectivity of the area.
- 2) The Natural Heritage Features Overlay consists of those natural heritage features identified in Subsection 4.8.1, Policy 3) which can reasonably be mapped and displayed at the resolution of the Official Plan schedules.
- 3) The City shall protect natural heritage features for their natural character and ecosystem services.
- 4) Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines.
- 5) Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.
- 6) Where development or alteration is for the establishment or expansion of mineral aggregate operations within or adjacent to the Natural Heritage System Overlay or the Natural Heritage Feature Overlay, the demonstration of no negative impact or no net negative impact may take into consideration final rehabilitation of the mineral aggregate operation. Rehabilitation of the mineral aggregate operation would need to be planned to occur as soon as possible and be suited to the local natural environment.
- 7) Nothing in the City's natural heritage policies is intended to limit the ability of agricultural uses to continue.

WHAT WE WANT TO ACHIEVE

- 1) Protect the Natural Heritage System and Natural Heritage Features



Photo by: Amy Macpherson

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Section 6.

Urban Designations



Photo by: City of Ottawa



Section 6. Urban Designations

6.1 Hubs

With the exception of the designations that identify lands for industrial uses that generate impacts, urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. Many types of land uses can exist as part of the function of each designation.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the *Provincial Policy Statement*.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher-density and mixed-use communities around transit stations.

WHAT WE WANT TO ACHIEVE

- 1) Define the Hubs and set the stage for their function and change over the life of this Plan
- 2) Set out the direction for Protected Major Transit Station Areas (PMTSAs)



Photo by: City of Ottawa

6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan

- 1) Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:
 - a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
 - b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
 - c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

- 2) The strategic purpose of Hubs is to:
 - a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
 - b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
 - c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
 - d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

- 3) Development within a Hub:
 - a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
 - b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
 - c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
 - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
 - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
 - iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;
 - d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
 - e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
 - f) Shall establish buildings that:

- i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
- i) Reduction or elimination of on-site minimum parking requirements;
 - ii) Maximum limits on parking supply;
 - iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
 - iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
 - v) Establishment of residential on-street parking permit zones; and
 - vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 4) Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
 - i) Drive-through facilities;
 - ii) Automobile dealerships, other than showrooms contained entirely within a building;
 - iii) Automobile service stations and body shops;
 - iv) Mini-storage warehouses;
 - v) Surface parking lots as a main use of land; and
 - vi) Other uses that prioritize or depend on motor vehicle access for their primary function;
 - b) Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy 3 f) and subject to appropriate integration with surroundings:
 - i) Car-share stations;
 - ii) Automobile rental establishments; and
 - iii) Despite a), structured and underground parking facilities may be permitted within Hubs; and
 - c) Despite a) iv) recognizing that mini-storage warehouses play a critical role in commercial storage for uses which locate in hubs, mini-storage may be permitted subject to meeting all of the following:
 - i) Demonstrate conformance to Subsection 6.1.1, Policy 3 f);
 - ii) Locate outside of the downtown and inner urban transect; and
 - iii) Have direct frontage with an arterial road;
 - iv) Include ground floor commercial, including live-work spaces, for any portion of a building fronting onto a Corridor; and
 - v) Encouraged to include ground floor animation fronting non-corridor streets and a mix of uses on upper levels, including office and residential.

5) Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials shall not be permitted in the Hubs designation and shall be directed to the Industrial and Logistics designation.

6) Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

- a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and
- b) Subject to a), transit shall be prioritized along Corridors.

6.1.2 Set out the direction for Protected Major Transit Station Areas (PMTSAs)

1) Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

2) Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 m walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
- b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

5) New or expanded PMTSAs may be considered by amendment to this Plan or through a secondary plan. At such time, considerations for new or expanded PMTSAs shall:

- a) Consider how the area to be added and the surrounding lands will support and not undermine the long-term vision for the PMTSAs;
- b) Ensure that the area to be added does not undermine the goal of developing an intense and concentrated development;
- c) Demonstrate that the area to be added does not include lands on which development is otherwise prohibited through other policies or severely restricted portions of land, for example major urban greenspaces;
- d) Demonstrate that rapid transit infrastructure and service is available at the time of designation;
- e) Assess the pedestrian accessibility and continuity of the proposed area from the transit station

- f) For new PMTSAs, set appropriate densities for employment and residential uses capable of supporting existing and planned investments in transit; and
- g) Where overlap occurs between Industrial and Logistics and the Mixed Industrial areas and potential Major Transit Station Areas, the former area policies take precedence to ensure the protection and preservation of the City's finite industrial land base.

6.2 Corridors

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

6.2.1 Define the Corridors and set the stage for their function and change over the life of this Plan

- 1) Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:
 - a) Generally, a maximum depth of:
 - i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
 - iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
 - iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
 - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
 - c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.
- 2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
 - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

WHAT WE WANT TO ACHIEVE

- 1) Define the Corridors and set the stage for their function and change over the life of this Plan
- 2) Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

- ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- 4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
 - b) Vehicular access shall generally be provided from the parallel street or side street.

6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development



- 1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.
- 2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:
- a) Include residential-only and commercial-only buildings;
 - b) Include buildings with an internal mix of uses, but which remain predominantly residential;
 - c) Include limited commercial uses which are meant to mainly serve local markets; or
 - d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

6.3 Neighbourhoods

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

WHAT WE WANT TO ACHIEVE

- 1) Define neighbourhoods and set the stage for their function and change over the life of this Plan
- 2) Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods
- 3) Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 1) Neighbourhoods are designated on the B-series of schedules.
- 2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.
- 3) Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
 - b) In all other cases, require an area-specific policy through an amendment to this Plan.
- 4) The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:

- i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
- f) Parks, open spaces and linkage areas meant to serve as public space.
- 5) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

6.3.2 Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods



- 1) The Zoning By-law and approvals under the *Planning Act* will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities.
- 2) The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:
- a) Local context and character of existing development;
 - b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
 - c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
 - d) Proximity to Hubs, Corridors and rapid-transit stations;
 - e) Transition in building form to and from abutting designations;

- f) The intended density to be accommodated within the permitted building envelope; and
 - g) The provisions of Subsection 4.2 Policy 1)(d).
- 3) Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:
- a) In the Downtown Core Transect, urban as described in Table 6;
 - b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and
 - c) In all other cases, may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan.
- 4) The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and streetlines.
- 5) Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.
- 6) To encourage innovative and compatible new forms of housing involving condominium or strata severance or other severance of a building, the Zoning By-law may treat multiple parcels as one lot for zoning purposes where doing so does not impede functional standards and requirements.
- 7) Sites that are underutilized or convert from non-residential uses, for example golf courses, school sites or churches, may convert to residential, provided all of the following are met:
- a) The proposed development includes the majority of its site as low-rise missing middle housing typologies;
 - b) The intent of the growth management requirements of Section 3 are met;
 - c) The proposed development includes an affordable housing component meeting Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services and
 - d) Industrial or commercial sites, such as shopping centre redevelopments, that are located within the Neighbourhood designation do not fall under this policy and must rely on the direction of Subsection 3.2, Policy 6).

Figure 18



6.3.3 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

1) The City shall allow, through the Zoning By-law, large-scale non-residential land uses where they exist as of the adoption of this Plan. Where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation, as per Subsection 6.3.3, Policy 3);
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;
- c) The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with transect and overlay policies.

2) The City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings.

3) Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City shall support these uses, provided the development meets all of the following:

- a) They are small scale and serve the surrounding lands;
 - b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
 - c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and
 - e) They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.
- 4) Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 1) shall be considered where the proposal meets all of the following criteria:
- a) The proposed use is compatible with and complements surrounding uses;
 - b) The property has frontage on a major street;
 - c) The main buildings are situated to occupy the majority of site's major street frontage;
 - d) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;
 - e) Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and
 - f) Goods for sale or display are not placed in the municipal right of way.
- 5) In addition to Policy 1), proposals for new large-scale non-residential land uses may be considered provided:
- a) The use is not more appropriately located in a Hub, Corridor, Industrial and Logistics or Mixed Industrial; and
 - b) The use is located on the rapid transit network or along a street where frequent street transit service is already provided.
- 6) Further to Policies 1) and 2), industrial uses likely to cause nuisance to nearby residential uses due to matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials:
- a) Will be prohibited in the Neighbourhood designation;
 - b) Existing such uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law; and
 - c) New such uses shall be directed to the Industrial and Logistics designation.
- 7) In order to provide for current parking demand while enabling a transition over time towards less automobile-dependent development,
- a) The City may establish residential on-street parking permit zones in Neighbourhoods per Subsection 4.1.4, Policy 6 i);
 - b) The Zoning By-law may allow communal parking garages and in accordance with Subsection 4.1.4, Policy 8) surface parking lots as a main use of land, where doing so provides an alternative to on-site parking on nearby residential lots; and
 - c) The City will regulate private approaches as provided under the applicable Transect policies in order to maintain or enhance unbroken curb space for short-term, visitor and permit-zone street parking, as well as for other common purposes.
- 8) In order to maximize predictability and consistency in development approvals, the Zoning By-law:

- a) May include building and site design standards for certain classes of development, otherwise secured through Site Plan Control, where doing so allows Site Plan Control to be simplified, streamlined or eliminated; and
- b) May provide for such zoning standards to apply as an optional as-of-right alternative to Site Plan Control.

9) Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the *Planning Act* shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way.

6.4 Industrial and Logistics

Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses. This designation corresponds to the manufacturing and warehousing activities within employment areas as defined by the *Provincial Policy Statement*. These uses generally cannot fully integrate with sensitive land uses and are not suited or are priced out of other designations, such as Hubs and Corridors. These uses help broaden the economic base for Ottawa beyond federal, high-tech, health and education services. Some of these uses also support existing residents and employers through the storage and logistics of merchandise, supplies and construction needs.

The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes. These uses may impact other surrounding uses due to emissions, such as odours, dust, smoke, heavy equipment movement, light or noise and should be segregated from sensitive land uses.

Compatibility with surrounding uses and protection from other uses with higher economic values are major factors for clustering these uses into a Industrial and Logistics designation. These factors reduce the viable locations for these uses and limits where these uses can locate in comparison to other land uses which are more easily integrated and can out-compete them based on land values. For these reasons, lands designated Industrial and Logistics should be protected from conversion to non-industrial land uses. Subsection 3.5 provides the conditions for these conversions.

WHAT WE WANT TO ACHIEVE

- 1) Preserve land in strategic locations for goods movement and logistics uses
- 2) Ensure adverse impacts on sensitive uses are minimized
- 3) Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses

6.4.1 Preserve land in strategic locations for goods movement and logistics uses

- 1) Each designation area shall be of sufficient size to accommodate a cluster of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:
 - a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;
 - b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;
 - c) Auto service and body shops, heavy equipment and vehicle sales and service;
 - d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;
 - e) Major Office in accordance with Subsection 3.5, Policy 12); and
 - f) Offices that are accessory to a primary use.
- 3) Industrial uses or development with the potential of restricting visibility at the Ottawa International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust or steam as described in Transport Canada's Land Use in the Vicinity of Airports document TP1247E, are not permitted.
- 4) Accessory sample and showroom uses are permitted if:
 - a) They occupy part of a building where, and are operating only in association with, a warehouse or other permitted use in the same building;
 - b) Are primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
 - c) Where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage.
- 5) Notwithstanding the uses listed in Policy 2), legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.

6.4.2 Ensure adverse impacts on sensitive uses are minimized

- 1) Residential, institutional and all other sensitive land uses are not permitted.
- 2) Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s). Site plan control shall consider the siting of structures and/or outdoor operations to minimize potential adverse impacts to sensitive use(s).
- 3) To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied

to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines.

6.4.3 Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses

1) Ancillary functions and uses that are meant to serve and support the daily needs of the employees working on lands within the Industrial and Logistics designation, are limited to service commercial uses such as convenience store, coffee shop, restaurant and service station or gas bar, are permitted on individual parcels. Automobile sales shall be ancillary to the service use.

- a) High traffic generating ancillary uses should be located on-site, such as frontage on an arterial or major collector road, which avoid potential conflict with primary industrial uses (ex. goods movement); and
- b) Sensitive land uses are not permitted as ancillary uses.

2) Uses that may conflict with the operation of traditional heavy and light industrial uses should not be permitted to minimize the absorption of land for non-industrial uses.

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6.5 Mixed Industrial

Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. This designation corresponds to the office activities within employment areas as defined within the *Provincial Policy Statement*. Where applicable, these areas can contribute to 15-minute neighbourhoods through the location of neighbourhood-based uses.

Mixed Industrial areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and stand-alone licensed care centres that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can blend more into surrounding neighbourhoods.

WHAT WE WANT TO ACHIEVE

- 1) Preserve land for uses that require a business park environment for their operation
- 2) Act as a transition between neighbourhoods and industrial areas
- 3) Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods

6.5.1 Preserve land for uses that require a business park environment for their operation

- 1) Each designation shall be sufficiently sized to accommodate clusters of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Mixed Industrial designation as shown on Schedules B1 through to B8:
 - a) Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;
 - b) Automotive sales and service, heavy equipment sales and service;
 - c) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;
 - d) Major Office in accordance with Subsection 3.5, Policy 12); and
 - e) Small-scale office that is typically less than 10,000 square metres.
- 4) Industrial uses or development with the potential of restricting visibility at the Ottawa International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust or steam as described in Transport Canada's Land Use in the Vicinity of Airports document TP1247E, are not permitted.
- 5) Accessory sample and showroom uses are permitted if all the following conditions are met:
 - a) They occupy part of a building where, and are operating only in association with, a warehouse or other permitted use in the same building;

b) Are primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and

c) Where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage.

6) The Zoning By-law shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impacts between industrial uses and sensitive land uses are minimized.

7) Residential uses are not permitted.

8) Notwithstanding the uses listed in Policy 2), legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.

6.5.2 Act as a transition between Neighbourhoods and Industrial areas

1) Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.

6.5.3 Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods

1) The following policies apply to commercial services that may be permitted in Mixed Industrial areas, in support of the 15-minute neighbourhood objectives:

a) The types of permitted services are those of a scale that cater to a local neighbourhood clientele and to the employees working on lands designated Mixed Industrial, including small scale grocery stores, recreational, health and fitness uses and service commercial uses (e.g., convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);

b) The permitted services may locate within:

i) Stand-alone buildings;

ii) Within a building containing a permitted Mixed Industrial use; or

iii) In buildings that group more than one of these services;

c) Commercial service uses shall be located along the edge of the Mixed Industrial area abutting residential neighbourhoods but no more than 600 metres from a residential zone;

d) Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and

e) Appropriate cycling and pedestrian facilities may need to be provided where not currently available.

2) In Mixed Industrial areas, sensitive institutional uses (including private schools, community centres, licensed care centres or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:

a) There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the

Environment, Conservation and Parks permit. The assessment will be guided by the Ministry of the Environment, Conservation and Parks Land Use Compatibility Guidelines, as amended.

- b) There are no traffic impacts that would impede a Mixed Industrial use's operations;
- c) Is located within 600 metres of a residential zone; and
- d) Is located a minimum of 300 metres away from zones where heavy industrial land uses are permitted.

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6.6 Special Districts

Special Districts are parts of the city that are important internationally, nationally and to the metropolitan area. They define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches. There are two categories: City-defining Special Districts and Special Economic Districts.

6.6.1 Strengthen the role of Special Districts as places that are important to the city's identity, and emphasize and increase their contribution to Ottawa's culture

- 1) The following will apply to all Special Districts:
 - a) Special Districts are designated on the B-series of schedules;
 - b) Development applications and capital projects within Special Districts must demonstrate adherence to this section and the general policies in Subsections 4.5 and 4.6;
 - c) Development proponents should seek conformity with both this Plan and, where applicable, the requirements of the Government of Canada and the National Capital Commission;
 - d) With the exception of Kanata North, the permitted building height will be the higher of the:
 - i) Existing zoning in place at the time of adoption of this Official Plan; or
 - ii) As provided through an adopted secondary plan;
 - e) Municipal investment, such as capital projects, will complement investments by the National Capital Commission and Government of Canada, where possible. Coordination with Business Improvement Areas, development proponents, community associations and other partners will be encouraged. Pilot projects that uphold the policy intentions of the Special District may be encouraged; and
 - f) The designation of new Special Districts will only be initiated by the City.

WHAT WE WANT TO ACHIEVE

- 1) Strengthen the role of Special Districts as places that are important to the city's identity, and emphasize and increase their contribution to Ottawa's culture
- 2) Support the City-defining Special Districts as areas of representing Ottawa's identity and cluster of cultural assets
- 3) Special Economic Districts that support the City's economic development
- 4) Other Economic Districts

6.6.2 Category 1: Support the City-defining Special Districts as areas of representing Ottawa's identity and cluster of cultural assets

6.6.2.1 Parliament and Confederation Boulevard Special District

The Parliament and Confederation Boulevard Special District is the heart of Ottawa's image and identity as the Capital of Canada. The Parliament Buildings sit prominently on a cliff above the

Ottawa River and are contextually linked to the Rideau Canal, Chateau Laurier, Major's Hill Park and the Canadian Museum of History in Gatineau. Parliament Hill, with its formal green lawns bordered by a natural forested setting, serves as a focal point of Confederation Boulevard, which is a ceremonial route with many federal institutions on Wellington Street between Bay and Elgin Streets and on Sussex Drive between Rideau Street and the Prime Minister's residence and Rideau Hall. This ceremonial route encompasses streets and unites both sides of the Ottawa River within the metropolitan core. It is also home to the National Gallery and other federal institutions and foreign embassies. Sparks Street serves as the interface street between the "Town and Crown".

- 1) National symbols will be protected within the Parliament and Confederation Boulevard Special District and the City will support the integration of federal and municipal plans.
- 2) Encourage this area as the preferred location for new or expanded institutions of national or international significance.
- 3) Development must conserve properties of cultural heritage value including those designated under the *Ontario Heritage Act*, within the Sparks Street Heritage Conservation District, the Historic Sites and Monuments Board of Canada or by the Federal Heritage Buildings Review Office.
- 4) Due to the national significance of the District, and the interface between federal and local approvals, concurrent planning efforts at the federal level, the City will seek a dialogue with various federal agencies including but not limited to the National Capital Commission, Public Works and Government Services Canada and Parks Canada to develop some common principles for new development in the Special District. Those principles would likely address maintaining high standards of architectural quality, respecting built form, proportions, forms, sizes and scale and the clarifying the circumstances where new built form should be, similar, sympathetic or distinctive. The City will use the results of this dialogue to embody the principles when it updates its applicable secondary plans.
- 5) The design of public and private spaces should encourage people to eat, drink, sit and spend time in the Special District. Development and capital projects should include high-quality materials, surface treatments, street trees, barrier-free design, maintain sunlight and minimize wind on public realm, public art and commemorative monuments. Streetscape improvements should reflect the national significance and heritage character of the Special District and be coordinated with cultural heritage attributes.
- 6) Architectural and street lighting should adhere to the directions of Parliamentary Precinct Exterior Lighting Master Plan, Capital Illumination Plan, Long-Term Vision and Plan.
- 7) Security infrastructure should be discreet and blend into the surrounding streetscape or landscape elements wherever possible.
- 8) To accommodate the demands associated with tourism, ceremonial functions and public gatherings for large-scale special events, the following mobility policies will apply throughout the Special District:
 - a) Introduce priority crosswalks, wider sidewalks, tour bus laybys, wayfinding signage, accessibility improvements, security measures associated with large crowd control where applicable;

- b) Ensure good wayfinding is in place to rapid transit stations and street transit stops including those operated by OC Transpo and the Société de Transport de l'Outaouais; and
- c) Improve cycling connectivity, including separated cycling routes that complete the interprovincial bike cycling loop and such as the Capital pathway linkages that connect the Rideau Canal to the Ottawa River pathways, Lady Grey Drive and Sussex Drive.

9) The Council-approved Sparks Street Public Realm Plan shall guide all development and capital works on the street. This Plan sets a comprehensive vision to fulfill its role as Ottawa's destination for cultural celebration, entertainment and activity and provides direction for the renewal of all components within the right of way. The Plan speaks to the importance of active uses at grade, particularly related to arts, nightlife and restaurants.

- 10) The following policies will apply along the Confederation Boulevard ceremonial route:
- a) Transform the Rideau-Sussex-Mackenzie-Wellington intersection and area to create a key civic "Town and Crown" gathering space of national importance with Wellington Street evolving as the premiere avenue of the capital;
 - b) New development on the east side of Sussex Drive between Notre-Dame Cathedral and George Street will reinforce the 19th century architectural and commercial character of the street; and
 - c) New Development on Sussex Drive between Notre-Dame Cathedral and the Rideau River will define the street edge with buildings framing the street, contributing to an enhanced urban character. Consideration for the existing character-defining attributes of the streetscape such as built heritage resources, decorative light fixtures, high-quality pedestrian infrastructure, formal landscaping and views from the public realm, including those of national symbols and the Ottawa and Rideau Rivers and their natural shorelines, will further inform the design approach.

6.6.2.2 The Rideau Canal Special District

The Rideau Canal is a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, National Historic Site, Canadian Heritage River and is a defining icon of Canada's Capital and Ottawa's Downtown Core and Inner Urban areas. It is popular with residents and visitors in every season. This Special District stretches 6 kilometres from the Laurier Avenue Bridge to Hartwell's Locks close to Dow's Lake. It includes the Rideau Canal, its landscape buffer, federal parkways and the first row of properties fronting the Canal.

The intent of the policies for the Rideau Canal Special District is to conserve its cultural heritage landscape while encouraging new sensitive opportunities for animation that enhance experiences for residents and tourists. With respect to the first row of properties, as shown on Schedule B2, the intent of the policies is that new development will respect and reinforce the existing physical character.

- 1) To recognize the significance of the Rideau Canal Special District to the city's identity and provide a framework for future development, the City will undertake a secondary planning study in consultation with Parks Canada, the National Capital Commission and stakeholders. The boundaries of the Rideau Canal Special District's may be further refined through the secondary planning process. The secondary planning study recommendations will:
- a) Guide development for the first row of properties in the following areas:
 - i) In the Downtown Core Transect along Queen Elizabeth Driveway in the Golden Triangle;
 - ii) In the Inner Urban Transect along Queen Elizabeth Driveway in the Glebe;

- iii) Along Queen Elizabeth Driveway from Bank Street to Commissioners Park and shorelines near Dow's Lake;
 - iv) Echo Drive;
 - v) Along Colonel By Drive adjacent to the Rideau Centre, Convention Centre and University of Ottawa; and
 - vi) Along Colonel By Drive between Bank Street and Hartwell's Locks.
- b) For areas identified in Policies v) and vi) above, specific guidance will be provided given with respect to the role of buildings along the Canal and their impact on the skyline;
 - c) Identify, characterize, manage and prioritize protecting visual or scenic areas of high quality and the diverse cultural heritage landscape character of the Rideau Canal UNESCO World Heritage Site's setting. This includes significant views to and from the waterway;
 - d) Include options, where appropriate, for enhanced heritage protection for the areas currently subject to the heritage policies in the 2008-250 Consolidated Zoning By-Law on both Colonel By Drive and Queen Elizabeth Driveway;
 - e) Examine opportunities to extend the street grid system to add new linkages to the parkways and allow for improved pedestrian and cycling connections to strengthen the connections within the public right of way to the Rideau Canal;
 - f) Re-imagine Queen Elizabeth Driveway and Colonel By Drive to reduce the roads' importance as a commuter route in favour of pedestrian activity and greenspace connections with consideration of Canal crossings. This may include limiting vehicular access and reducing traffic speed; and
 - g) Explore new opportunities for animation that are sensitive to the cultural heritage landscape features of the parkway and Rideau Canal. These include new tourism initiatives and enhanced greenspaces that are representative of the Capital, and may include supporting local artists and artisans outdoor vending and food experiences.
- 2) The policies in this section, in addition to any policies or recommendations of the future secondary planning study will inform the development standards in the Zoning By-law.
- 3) Working with partners, including the National Capital Commission and Parks Canada to respect the Rideau Canal UNESCO World Heritage Site and protect cultural heritage landscapes. The following will apply:
- a) Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau Canal as a World Heritage Site and National Historic site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees; and
 - b) All lighting and light fixtures, commercial and digital signage, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, pathways and the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.
- 4) The following policies will apply in the first row of properties along the Rideau Canal:
- a) Where properties are within or on the edge of established Low-rise residential areas, development will be subject to all of the following:

- i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property;
 - ii) In order to be consistent with nearby low-rise residential development, anticipated Secondary Plan process for the area as references in Subsection 6.6.3, Policy 1) will consider if Site Plan Control By-Law may extend within the Rideau Canal Special District; and
 - iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal; and
- b) Outside of Low-rise residential areas, on the east side of the Rideau Canal along Colonel By Drive, and where properties abut Main and Hawthorne Streets, development will be subject to all of the following policies:
- i) Enhance the connection of new buildings to the Canal by including active frontages and enhanced pedestrian and cycling connections;
 - ii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways by ensuring the continuity of existing landscape patterns, minimizing the visibility of loading, servicing and vehicular access and orienting the building to frame and protect the views to and from the Canal;
 - iii) Include new trees along the frontage of new development within the first row of properties bordering the Canal; and
 - iv) Policies for the two properties at intersection of Colonel By Drive/Echo and Main Street, 10 Main Street and 113 / 115 Echo are in the Old Ottawa East Secondary Plan.

6.6.2.3 The ByWard Market Special District

This Special District includes the ByWard Market and part of Lowertown West Heritage Conservation Districts. This lively area contains the oldest public market in Canada, residential, commercial and mixed-use buildings, nightlife, outdoor vendors, courtyards and quaint streetscapes. In addition to the vibrancy of the culture, entertainment and shopping attractions, this area is surrounded by residential streets lined with some of the best examples of early working-class vernacular housing in Ottawa. Lieutenant Colonel By, who designed and supervised the construction of the Rideau Canal, laid out the street plan of the ByWard Market. The ByWard Market Building, a central gathering place within the area, was constructed in 1928, and is the fourth iteration of a market building on the site, with the original dating back to the 1830s. Guiding growth, conserving heritage attributes and creating pedestrian spaces will reinforce the area's economic, cultural and social importance.

- 1) To reinforce the economic, cultural and social importance of the ByWard Market Special District, the City will undertake a secondary planning study to establish a strong planning framework, in addition to the provisions of the policies set out in this section.
- 2) Transform the ByWard Market into a pedestrian first environment through the implementation of the Council-approved ByWard Market Public Realm Plan. In particular, the following aspects of the plan are to be implemented over time:
 - a) Maintain and enhance the heritage designation and historic ByWard Market;

- b) Maintain and enhance the farmer's and outdoor market as it is the heart and economic cornerstone of the ByWard Market Special District;
- c) Incrementally, reallocate space currently dedicated to vehicles, including parking lots, around the historic market building and surrounding sections of York, George and William Streets. Redesign the public rights of way in accordance with the ByWard Market Public Realm Plan;
- d) Introduce broad pedestrian promenades on the north sides of York, George and Clarence Streets, where sun exposure is highest. The role of each street will be unique with York Street equipped to accommodate the widest variety of events, George Street providing family friendly amenities and gathering spaces and Clarence Street will accommodate patios;
- e) The parking structure at 70 Clarence Street will be a site considered for a future destination building that complements the existing Market building;
- f) The installation of new public art is essential and existing art should be maintained;
- g) Promote tree planting and preservation to ensure the streets in the Market will have a leafy, green image; and
- h) Install lighting, water and power fixtures that are distinctive and coordinated, based on context, function and need. Throughout the ByWard Market Special District, development and capital projects shall provide lighting consistent with the Capital Illumination Plan and the ByWard Market Public Realm Plan.

2) Different parts of the ByWard Market Special District will express their character based on their roles and functions and the following policies, which are to be used to evaluate development applications:

- a) The Zoning By-law will maintain the area in the vicinity of the ByWard Market Building as a tourist, retail, entertainment focused area. A diversity of cultural, nightlife and commercial activities will be encouraged, in a way that mitigates impacts such as noise on the residential uses in the area. All new development will be subject to the Agent of Change principle to ensure the viability, preservation and strengthening of existing or future cultural and music venues that contribute to the Special District's identity;
- b) West of Dalhousie Street, the character is a mixed-use area that will continue to be defined by low-rise buildings, and a strong commitment to the conservation of architectural and cultural heritage attributes;
- c) East of Dalhousie Street and south of St. Patrick Street, the planned function combines a higher density of development and buildings mainly focused on residential but welcoming mixed-land use with active frontages at the street level. Opportunities to extend the street animation and foot traffic-generating uses eastward to King Edward Avenue will be pursued;
- d) Buildings shall be designed with appropriate height, mass and transitioning to maintain sunlight exposure and avoid overpowering and overshadowing ByWard Market Square, York Street Plaza, William and Waller pedestrian streets;
- e) To recognize the role of Rideau Street as a historic commercial, shopping street of regional significance, priorities include: the protection heritage buildings and facades, pedestrian-oriented uses with direct street access, the maximization of sunlight, the provision of pedestrian links to adjacent areas and a unique street theme;
- f) Dalhousie Street is encouraged to retain its commercial character and will be recognized for its historic role and cultural linkages to the Lowertown Francophone community, and as an important focal point for neighbourhood amenities. Development shall:
 - i) Remove surface parking lots, where applicable;
 - ii) Invest in active transportation infrastructure and enhancements to the public realm including public art, trees and landscaping; and
 - iii) Leverage partnerships as described in Subsection 6.6.1 Policy 1 e);

- g) Along both sides of King Edward Avenue:
 - i) Development and capital projects should improve pedestrian safety and access across King Edward Avenue and allocate adequate space for street trees;
 - ii) Its identity and heritage resources should enhance its evolving physical character; and
 - iii) Mid-and high-rise buildings will generally be permitted and should include transitioning to commercial at Rideau Street and King Edward Avenue; and
 - h) York Street is enhanced as a distinctive street and entrance to, and promenade through, the ByWard Market, while ensuring that where it passes through Lowertown, it is oriented to the needs of the neighbourhood, such as through the provision of pedestrian amenity space.
- 4) Notwithstanding the Subsection 6.6.1, Policies 1 d) and e), the City shall maintain views of Parliament Hill and other national symbols, in accordance with Subsection 4.6.2, Policies 1) and 2) and in Schedules C6A, C6B and C6C.
- 5) The conservation of cultural heritage resources will be supported in the following ways:
- a) Development within the ByWard Market or Lowertown West Heritage Conservation District will conform with the applicable Heritage Conservation District Guidelines or Plan and the policies in Subsection 4.5;
 - b) Development will conserve cultural heritage resources including properties designated under the *Ontario Heritage Act*, and those federally designated by the Minister responsible for Parks Canada, on the advice of the Historic Sites and the Monuments Board of Canada, or by the Federal Heritage Buildings Review Office, unless it is demonstrated that there is no way to structurally save a building;
 - c) The conservation and adaptive reuse of non-designated properties listed on the City's Heritage Register is strongly encouraged;
 - d) Development within the core of the historic ByWard Market, west of Dalhousie Street and south of Murray Street will be consistent with the scale, massing, setbacks and materials of the 19th century character of the ByWard Market; and
 - e) Development throughout the ByWard Market Special District within and outside of heritage conservation districts:
 - i) Will be sensitive to existing character through the use of architectural styles, expression and building materials that respect and reinforce the existing physical character, and may be the same as, and integrate with, those of the more prominent built elements of the Special District;
 - ii) Will have consistent front yard setbacks with the existing buildings within the associated streetscape; and
 - iii) Will ensure the articulation of the historic lot divisions in the façade of the new buildings be considered when development takes place across several property lines so that the buildings read as a combination of smaller elements.
- 6) The public courtyards and associated pedestrian circulation system east of Sussex Drive will be protected and enhanced. Opportunities to introduce new urban plazas, courtyards and privately-owned public spaces, similar to those behind Sussex Drive, will be considered when properties are redeveloped.
- 7) Strengthen connections to surrounding neighbourhoods by:
- a) Providing wayfinding information relative to transit, parking and other destinations and attractions;

- b) Maintaining strong connections to the York Steps and Major's Hill Park;
- c) Enhancing the Sussex Drive Patrick-Murray gateway as part of the National Capital Commission's Nepean Point improvements and improve connectivity for pedestrians and cyclists;
- d) Enhancing the Rideau-Sussex gateway for gathering, pedestrians and cyclists;
- e) Installing a separated cycling connection along Murray Street; and
- f) Providing a new cycle track on St. Patrick Street to link to existing routes on Mackenzie and Sussex Drive.

6.6.2.4 Lansdowne Special District

One of Canada's marquee urban stadium developments, Lansdowne is a demonstration of the successful integration of a large professional sports facility within an established neighbourhood. The site provides restaurants, housing, retail, heritage resources and community facilities as well as the urban park which attracts people from all over the city to its greenspace and park amenities. Local residents are served with amenities to meet their daily needs. Its setting is within a central, mature neighbourhood that is rich in cultural heritage and geographic attributes and is framed by the Rideau Canal. The Aberdeen Pavilion is a prominent landmark and National Historic Site. Enhancing links to pedestrian and cycle networks, supporting transit options and transportation demand management are essential to enhance the functioning of Lansdowne Park. The City shall set development requirements consistent with the Council approved guiding principles of the Lansdowne Partnership Plan and Lansdowne Master Limited Partnership Agreement.

- 1) Support the role of Lansdowne as a destination for amateur and professional sports, year-round festivals, residential, entertainment, commercial activity and a public place that has been one of Ottawa's main gathering spaces for over a century and provides a mix of greenspaces and heritage and can be enjoyed by residents 365 days a year.
- 2) Continued investment in transportation demand management programs for residents and visitors to ensure the focus is on sustainable transportation modes. Automobiles should be de-emphasized with corresponding improvements to pedestrian and cycling infrastructure. The safety of pedestrians and cyclists on Bank Street as well as on connections to the surrounding neighbourhood will be prioritized.
- 3) Explore new opportunities to animate the public realm of the Rideau Canal, in collaboration with the National Capital Commission and Parks Canada. Priority should be given to protecting the visual setting of the Rideau Canal UNESCO World Heritage Site.
- 4) Should new development be proposed, any amendment to the Zoning By-law will be evaluated in accordance with the requirements set out in the City's Lansdowne Partnership Plan, the Master Limited Partnership and registered site plan agreements for Lansdowne, and any other related agreements, all as may be amended from time to time. New development will be evaluated for conformity with the above. New development will be evaluated for conformity with the above noted requirements and the Council approved Guiding Principles for Lansdowne as follows:
 - a) The site components should continue to include the stadium and arena, Front Lawn, the heritage buildings, neighbourhood-oriented commercial, community and specialty uses such as the farmers' market, horticulture building and recreational amenities such as the urban park. The Aberdeen Pavilion is a prominent landmark at the site;

- b) Encourage sufficient intensity of development and mix of uses that will allow the site to remain active;
- c) Great care and attention are to be given to ensure the universal values of the Rideau Canal UNESCO World Heritage site are not adversely impacted or diminished. Acknowledge as a heritage element and retain its soft landscape environment with this environment extending into the new open space. A cultural heritage impact statement may be required for any development application under the *Planning Act* within 30 metres of the Rideau Canal UNESCO World Heritage Site and its landscaped buffer, which will be reviewed in consultation with Parks Canada and the National Capital Commission;
- d) Development should respect and conserve existing buildings designated under the *Ontario Heritage Act*. New development shall respect the established heritage values of the Aberdeen Pavilion National Historic Site of Canada and the agreements to ensure its conservation, including enhancement of views to and from the building and appropriate uses for ongoing public access and activity.
- e) View lines from the property edge at Queen Elizabeth Drive and to the Aberdeen Pavilion and other requirements of the Easement Agreement with the Ontario Heritage Trust will be maintained.
- f) To support Lansdowne's integration with the surrounding the mature residential neighbourhood, the broader area context will be examined to determine appropriate scale in building form to design the mass and height with appropriate transitioning, with specific attention to building transitions from the established low-rise residential areas;
- g) Through redevelopment applications, ensure that the design of the site will continue to maintain the high-quality public realm;
- h) Focus development on existing built areas, avoiding or maintaining the established areas of greenspace and public space;
- i) The design shall be responsive to how users access the site (transit, car, boat, walk, cycle) so as to prioritize pedestrians and cyclists;
- j) Development shall provide high quality architecture and materiality; and
- k) Promote tree planting and other measures that contribute to the City's Climate Change objectives.

6.6.2.5 Ottawa River Islands Special District

Zibi and the Ottawa River islands between Ottawa and Gatineau are a rare occurrence of a continuous urban fabric across a waterway, and they constitute a meaningful link between both sides of the River. The Chaudière Falls and thousands of years of Indigenous presences are important. This Special District is unique in that it is characterized by its setting, which includes 19th century former industrial buildings that sit directly adjacent to the water, and because of its unique public realm and active transportation opportunities. Other islands beyond the Zibi project have similarly important and image-defining roles to fulfill, notably to mark Algonquin Anishinabe Host Nation presence and culture in a location that has significant historical and symbolic importance.

1) To reinforce the cultural importance of Zibi, development and capital works projects will reflect the Council-approved Zibi Master Plan. Buildings that positively contribute to Ottawa and Gatineau's skyline will be achieved by defining the height and massing of buildings, so they are visually well proportioned and ensure a comfortable public realm. Notwithstanding Subsection 6.6.1 Policy 1 e), the building height restrictions in the areas identified on Schedules C6A, C6B, C6C and set out in Subsection 4.6.2 will apply. New development will frame and/or protect

important views identified by the City, the National Capital Commission and Government of Canada.

2) Support the role of Zibi as an emerging healthy, walkable 15-minute neighbourhood, through street designs that prioritize pedestrians, a mix of uses and the preservation of built heritage assets in accordance with Subsection 4.5 of this Plan.

3) Include new parks and privately-owned public spaces to support the evolution of the district and honour the district as a symbolic location for Algonquin Anishinabe Host Nation culture.

4) In the spirit of reconciliation and building meaningful relationships with Indigenous peoples based on mutual respect, trust and dialogue, the City supports the creation of spaces for Indigenous art, cultural interpretations and ceremonial gathering on Victoria Island and no amendment to this plan is required for any initiatives related to any National Capital Commission led planning with the host Algonquin Anishinabe Nations.

5) Integrate public realm treatments, wayfinding signage and right of way designs that respect the Council-approved Heritage Interpretation Plan and are harmonized between the City of Ottawa and the Ville de Gatineau and the National Capital Commission to ensure a unified look and feel for the District.

6) Identify and implement new ways to animate accessible and safe sections of the waterfront which will require coordination with the Ville de Gatineau and the National Capital Commission regarding the management of the waterfront, with the intent of seamless connections to the water, and to strengthen the continuity of the urban fabric across the river and into the established downtowns on both sides of the river.

7) Designate significant heritage buildings according to the Memorandum of Understanding signed by the property owner and the City of Ottawa upon the original purchase of the lands.

6.6.3 Category 2: Special Economic Districts: Special Economic Districts that support the City's economic development

6.6.3.1 Ottawa International Airport Economic District

The Ottawa International Airport defines the image of our City both nationally and internationally as one of the entry points into the National Capital Region. It is instrumental to Ottawa's economic growth, employment and as a travel hub. Each year, more than 5 million travelers pass through the airport and more than \$2bn in economic activity takes place in the vicinity. There are also more than 10,000 people employed at the airport and airport related activities. By 2036, it is estimated that this economic zone will be responsible for more than 16,000 jobs and more than \$3bn in economic output. The area has the potential to develop further and will become well connected to the rest of the City through O-Train expansion. The objective of this Special District is to provide guidance to development and support the preparation of a secondary plan to recognize its role as an economic generator and to balance employment and mixed uses around the airport.

1) To encourage the integration of airport planning with land use planning and transit, the City will undertake a secondary plan in partnership with the airport authority, Government of Canada and

the National Capital Commission. This will set the stage for future transit-supportive development by creating opportunities for additional service-oriented and commercial land uses.

- 2) Recognize the airport's function as a gateway to the City will encourage and where applicable, develop partnerships with the Airport Authority and other levels of government to provide high-quality urban places, landscaping, buildings, transit stations, area parks, pedestrian and cycling improvements and increased passenger convenience through wayfinding, connections to convenient transit and pathways for active transportation.
- 3) Until a secondary plan as per Policy 1) has been approved, on lands shown as "Ottawa International Airport Special Economic District" on Schedule B6 and notwithstanding land use permissions within Subsection 6.5 Mixed Industrial, allow a mix of land uses such as industrial and commercial to provide an economic base around the airport and accessible by O-Train and street transit service. Development should enhance the airport's role as a key economic generator. Ideal businesses have a relationship with the airport, such as mixed research and development, storage and distribution, machinery repair and maintenance and accommodations for travelers. These uses may locate within multi-storey buildings where there are no conflicts with height restrictions.
- 4) Development will be subject to the restrictions imposed by the Airport Vicinity Development Zone as shown on Schedule C13 and as described in Subsection 10.2.2.
- 5) Development within runway approach surfaces will be subject to the overall building height provisions of the Federal Airport Zoning Regulations. Elsewhere in the Ottawa International Airport Economic District, until height provisions are determined in a secondary plan, Subsection 6.6.1 Policy 1 d) will apply.
- 6) In the wider airport area beyond the area restricted by noise controls, residential and business clusters will be developed along Corridors and around future O-Train stations leading to the airport. These areas include the former Canadian Forces Uplands Air Force Base, lands west of the airport, along the Rideau River in the vicinity of Limebank Road. Employment uses will include private employers and public services such as paramedic and police installations as well as public transit stations, government agencies laboratories and offices.
- 7) Encourage an employment area that achieves a modal share with a high percentage of employees that rely on street transit, O-Train and active transportation connections. To reduce the amount of vehicle traffic utilizing the existing access road infrastructure, new development will integrate into, and extend into its site, the existing surrounding pattern of public streets and sidewalks and reinforce or introduce a grid pattern that is transit oriented. The Airport Parkway will continue to be the primary means of road access to the passenger terminal building and core development area.
- 8) There will be no development of land identified as being environmentally significant. The Greenbelt linkage is part of land reserved for environmental purposes which will form part of a potential future link between the Greenbelt lands to the west of the airport and the Leitrim Wetland.
- 9) The Ottawa International Airport Economic District may be a candidate area for a Community Planning Permit System.

10) The City will work with the National Capital Commission to streamline the review of development applications and reduce regulatory overlap.

6.6.3.2 Kanata North Economic District

Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:

- a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;
- b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add up to two thousand dwelling units within a 600 metres radius walking distance of these stations and to provide the density to support retail and commercial;
- c) Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:
 - i) March Road, as the main mobility corridor that moves people to and beyond the district and which is designated as a Mainstreet, shall evolve to be a prominent, multi-modal grand street with bus rapid transit that presents the district as an innovation cluster and a living lab;
 - ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place; and
 - iii) Where March Road and Legget Drive intersect or overlap with the activity centres which includes the areas generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road, Subsection 6.6.8 Policy 4) shall apply;
- d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses; and
- e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Introducing new private or public streets and walkways on larger parcels will allow for improved connectivity and public realm. Where feasible, blocks should generally be one hectare in size with intersections about 150 to 180 metres apart.

2) The intent is that wherever possible, land use changes that support the district's economic role will not require an Official Plan amendment. The Zoning By-law will broaden land use permissions, reduce required setbacks, reduce on-site parking requirements and establish minimum/maximum floor space index ratios. With this Special Economic District also subject to the Community Planning Permit pilot study, the Zoning By-law provisions will eventually be replaced by a district specific Community Planning Permit By-law. This should uphold the shared vision for redevelopment, support the ability to readily adapt to rapidly changing technology and market conditions, and streamline the development review process.

3) The Transportation Master Plan will make recommendations to:

- a) Increase reliable sustainable transportation options such as transit, cycling and pedestrian connections with the evolving development. This includes a review of the timing of implementation of the March Road Transitway as part of the future transit network;
- b) Coordinate the integration of future transit stations with the activity centres generally within 600m of the planned Transitway stations located at Terry Fox Drive and Station Road; and
- c) Create better connections between rapid transit and the rest of the district, which could include Transit Priority Corridors or other possible solutions.

4) The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car. The following policies apply to activity centres:

- a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;
- b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafés, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest-density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;
- c) Encourage a broad range of dwelling sizes, including market and affordable housing;
- d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;
- e) Development shall not require minimum parking; and
- f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:

- a) On March Road, engage visitors, residents and employees through the combination of right of way and elements within the front yard setback such as double rows of trees, lighting, signage, furniture, a variety of digital, interactive and other forms of public art, and the definition provided by adjacent landscaping and buildings. This corridor will be enhanced overtime with the introduction of bus rapid transit, cycling lanes separated from vehicles, and over time replacing surface parking adjacent to the street;
- b) On Legget Drive, outside of the activity centre areas and if included in the development, small scale retail, cafés, restaurants and other services are desirable at grade level and should be oriented to the street level. Create a complete street where every user feels safe and is accommodated with sidewalks, street trees, cycle tracks and streetscaping. On-street parking should be facilitated;
- c) Outside of the activity centres, building heights should generally be up to mid-rise height. Building height should generally be a minimum of 2 storeys and the maximum 9 storeys;
- d) Locate buildings close to each other and to the front of the street to encourage continuous frontage and ease of walking between buildings and to public transit. Encourage distinctive corner treatments of the buildings at intersections;
- e) In circumstances where there are through lots with frontage on both streets, the building placement should be oriented towards Legget Drive to encourage its evolution to a more pedestrian friendly street. Lots are encouraged to have buildings on both frontages, the design of the site should not preclude the placement of buildings oriented towards March Road at a later date. In cases where Legget Drive is the preferred orientation of a building, and no development is anticipated to occur along the frontage of March Road, improvements along the frontage of March Road through elements such as public art, landscaping and street trees are encouraged;
- f) The transformation of the Kanata North Economic District to appeal to pedestrians is an essential part of making the area more attractive and competitive. On both streets, the quality of the design of pedestrian spaces are a priority. All sidewalks and walkways will be constructed to a minimum of 2 metres and publicly-accessible pedestrian walkways, particularly those that lead to and from planned rapid transit stations and to building entrances, are required;
- g) Consider new connections to reduce the block length including exploring one or more new intersections between Solandt/March Road and Terry Fox/March Road; and
- h) Development shall not require minimum parking. Visible surface parking is discouraged from March Road and Legget Drive and as development occurs, phasing out existing visible parking is encouraged. Where new surface parking lots are unavoidable, they shall be located to the rear of buildings or interior to the site. Surface parking lots should not be located between the right of way and the main entrance of the building. For buildings on corner sites, surface parking lots shall not be located within the exterior side yard.

6) The following applies to the land within the district outside of the activity centres on March Road and Legget Drive:

- a) Land uses should generally be focused on employment uses such as office and light industrial uses, research facilities and post-secondary institutions as well as ancillary uses; and
- b) Building heights up to 9 storeys will generally be permitted.

- 7) The policies below will guide the review of development applications:
- a) The design of the site will be assessed on its own merits to determine the contribution of one or more of one of the following: new pathways, walkway blocks, sidewalks, active transportation corridors and linkages to improve connectivity throughout the district, to activity centres, planned rapid transit stations on March Road, surrounding neighbourhoods, Trillium Woods and the Greenbelt;
 - b) Vertical mixed uses are encouraged, for example commercial at street level, institutional on lower levels and housing above;
 - c) Transitions in massing and building height in accordance with Subsection 4.6.6 Policy 2), will be provided where high-rise or mid-rise buildings are adjacent to established low-rise residential areas;
 - d) Blank walls along streets are prohibited. Buildings should be street-oriented with entrances facing the street, highly transparent ground-floor façades and site design should integrate pedestrian-oriented features such as shade trees, bicycle/scooter parking, outdoor seating areas and street furniture;
 - e) To minimize the impact on the public realm, service areas such as parking, loading, vehicle access and service entrances should be at the rear of the building;
 - f) Reduce the impact of parking on the public realm by promoting shared parking within adjacent properties, accommodating on-street parking and providing stacked, underground parking or above ground levels that are lined with active uses. Where surface parking is provided, integrate shaded landscaped pathways that connect pedestrians across the entire site to the main entrance; and
 - g) Where redevelopment occurs adjacent to Kizell Drain and Shirley's Brook watercourses, minimum setback distances should be maintained with naturally occurring conditions within the riparian area and introduce pathways where possible. Development must ensure potential impacts to the Kizell Drain and Watts Creek are evaluated and addressed.
- 8) Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials shall not be permitted and be directed to the Industrial and Logistics designation.

6.6.4 Other Economic Districts

The City has a number of other economic districts that have their own secondary plans or form part of other secondary plans. These include Bayview Yards, the Ottawa Hospital new Civic Campus, the Carp Road Corridor and an emerging economic district in the Highway 174 Corridor, the Orléans Corridor Secondary Plan Study. Each has a special role in the City's economy, for example, as an innovation village, the largest rural industrial cluster or a mixed-use neighbourhood maximizing the economic opportunities brought by O-Train service extension. These plans and the applicable policies can be found in Volume 2.

Section 7.

Greenspace Designation



Photo by : Amy MacPherson



Section 7. Greenspace Designation

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa’s residents, support biodiversity, climate resilience, recreation and healthy living. City planning and guidance documents refer to these areas collectively as “greenspace.”

Sub-designations are used to denote the different types of greenspaces, based on their various functions. Lands owned by partner agencies such as the National Capital Commission, local conservation authorities and other public bodies contribute to the richness and extent of the City’s Greenspaces and are included in this Plan. Privately-owned Greenspaces, while not publicly accessible, are still valued for their ecosystem services and are also included in this Plan.

The policies in this section outline the City’s intent to protect its Greenspaces and their various functions. Access to public Greenspaces will be preserved and enhanced where possible, especially in the urban area. In some cases, however, access to certain types of greenspaces may be restricted due to concerns for public safety or environmental sensitivity.

WHAT WE WANT TO ACHIEVE

- 1) Provide convenient, inclusive access to a variety of greenspaces across the City
- 2) Design and animate certain types of publicly-owned greenspace to enhance their contributions to healthy, active communities
- 3) Protect the ecosystem services of natural features and recognize their role in building resilience to future climate conditions



Photo by: City of Ottawa

7.1 Provide convenient, inclusive access to a variety of greenspaces across the City

1) Urban and Rural Greenspaces are shown on the Schedule B series of maps. These Greenspace designations consist of sub-designations which appear on Schedule C11 for the rural area and Schedule C12 for the urban area. They include:

- a) Park;
- b) Open Space;
- c) Urban Natural Features;
- d) Significant Wetlands;
- e) Natural Environment Areas; and
- f) Conservation Areas.

2) Only Greenspace of 3.2 hectares or larger appears on Schedules B1 to B9. Smaller areas of Greenspace may appear on Schedule C12, in secondary plans, in the Parks and Recreation Facilities Master Plan and in the Urban Forest and Greenspace Master Plan, as appropriate.

3) Lot creation shall not be permitted within the Greenspace designation and associated sub-designations, to protect and maintain their overall integrity and character.

4) Public access and connections to Greenspaces shall be facilitated and enhanced wherever possible, through the following mechanisms:

- a) Secondary, community design, master plans and area-specific policies shall refine priorities for the securement of land for specific greenspace purposes;
- b) Acquisition, conveyance or dedication of new Greenspaces through the development review process;
- c) Pursuing opportunities for public access and enhancing urban forest canopy cover, where appropriate, in the design of transportation corridors, infrastructure and other municipal facilities as directed in other sections of the Official Plan and capital budget processes;
- d) Permitted activities, for example ancillary uses, as directed by policies in other sections of this Plan; and
- e) The sale or disposal of municipally-owned Greenspace shall not be supported where:
 - i) It includes a natural heritage feature or is part of the Natural Heritage System;
 - ii) There is no demonstrated public benefit, either locally or city-wide;
 - iii) There is no equivalent amount of greenspace land provided to complement the existing supply of greenspace in the surrounding area;
 - iv) The potential exists to utilize the land for existing or future pathway connections;
 - v) Public access to a waterway or other greenspace component would be removed or restricted;
 - vi) A culturally significant landscape at the local or city-wide scale would be adversely affected; or
 - vii) There is unevaluated archeological potential.

5) To promote tourism and to provide convenient, inclusive access to large areas of public greenspace, the City shall support the improvement of public Greenspace Destinations in proximity to the following existing and proposed rapid transit stations: Bayview, Lincoln Fields, Moodie, Barrhaven Town Centre, Carling, Carleton, Leitrim, Hurdman, Blair, Montreal and Trim. Such improvements:

- a) Should include the necessary amenities to support day use, including accessible washrooms and drinking water wherever possible; and
- b) May include small-scale commercial activities as ancillary or temporary uses at entry points.

6) Parks comprise a vital component of Ottawa’s Greenspace and make a critical contribution to its quality of life. The policies for Parks appear in Subsection 4.4 of the Official Plan.

7) Open Spaces provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:

- a) Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan’s goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development; and
- b) Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate.

7.2 Design and animate certain types of publicly-owned greenspace to enhance their contributions to healthy, active communities

1) The City may permit art and cultural activities, including temporary or permanent art installations, in any City-owned urban greenspace, subject to such restrictions and conditions as it deems reasonable.

2) The City shall collaborate with the Algonquin Anishinabe Host Nation, the urban Indigenous community and the National Capital Commission on respectful inclusion and representation of Algonquin Anishinabe Host Nation, First Nations, Inuit and Métis people’s culture and heritage in urban greenspace. This will include the identification and development of a safe and secure outdoor space(s) for Indigenous ceremony in Ottawa.

7.3 Protect the ecosystem services of natural features and recognize their role in building resilience to future climate conditions

1) Urban Natural Features are primarily publicly-owned urban natural areas that are managed for conservation or passive leisure uses. The following shall apply:

- a) Development and site alteration are prohibited in Urban Natural Features;
- b) Permitted uses in Urban Natural Features are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; and forestry as defined in the *Forestry Act*;
- c) Notwithstanding the prohibition on development and site alteration, the City, at its discretion, may allow pathways and stormwater infrastructure within Urban Natural Features, where such pathways and infrastructure will not adversely affect the natural characteristics of the areas or their ecosystem services;
- d) The City may allow amenities and small-scale commercial operations as ancillary or temporary uses in Urban Natural Features for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;

- e) Development and site alteration within 30 metres of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services;
- f) Where Urban Natural Features are privately owned, public use and access to these lands for any purpose requires the consent of the owner; and
- g) Urban Natural Features do not form part of parkland dedication.

2) The Significant Wetlands designation protects provincially significant wetlands and their ecosystem services. The following shall apply:

- a) Within six months of the identification or revision of a provincially significant wetland by the Province of Ontario, the City shall initiate an Official Plan amendment to designate the wetland area as Significant Wetland;
- b) The City shall consider the identification or revision of a provincially significant wetland by the Province in any applicable *Planning Act* process;
- c) Council may consider exceptions to the designation of new significant wetlands where the lands have current approvals under the *Planning Act* or are licensed under the *Aggregate Resources Act*;
- d) The City may initiate or require a wetland evaluation under the Ontario Wetland Evaluation System if:
 - i) It is recommended in a planning study, such as a watershed study, subwatershed study, environmental management plan, secondary plan, or an environmental assessment; or
 - ii) A proposed development would reduce the area of the wetland by 2 hectares or more after mitigation and compensation;
- e) Development, lot line adjustments and site alteration are not permitted in Significant Wetlands;
- f) Permitted uses in Significant Wetlands are: passive open spaces; scientific, educational or conservation uses associated with the natural features; agricultural operations established prior to May 2003; and forestry as defined in the *Forestry Act*;
- g) The City shall permit a single-detached dwelling and accessory buildings on lots existing as of May 2003, where the lot fronts on an open, maintained, public road, and where a dwelling is permitted in the Zoning By-law. Where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing shall occur outside the boundary of the feature to the greatest extent possible on the lot, disturbance of the natural feature shall be minimized and a conservation authority permit shall be required;
- h) Development and site alteration within 120 metres of the boundary of a Significant Wetland must demonstrate no negative impacts on the natural features or their ecosystem services within the area;
- i) Where Significant Wetlands are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner; and
- j) Significant Wetlands do not form part of parkland dedication.

3) The Natural Environment Areas designation protects larger natural areas with multiple, overlapping natural heritage features and functions. The following shall apply:

- a) Development lot line adjustments and site alteration are prohibited in Natural Environment Areas;
- b) Permitted uses in Natural Environment Areas are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; agricultural operations established prior to May 2003; forestry as defined in the *Forestry Act*; and renewable energy generation as

outlined in Subsection 4.11, subject to demonstration that the use will not compromise the character, form and ecological functions of the area;

c) The City may permit amenities and small-scale commercial operations as ancillary or temporary uses in Natural Environment Areas for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;

d) The City shall permit a single-detached dwelling and accessory buildings on an existing lot of record, which has open, maintained, public road frontage. The building shall be subject to site plan control. Where new construction occurs on a lot that lies partially within the boundaries of a designated area, the new construction and on-site servicing shall be located outside the boundary of the area to the greatest extent possible on the lot and disturbance of the natural area will be minimized;

e) Development and site alteration within 120 metres of the boundary of a Natural Environment Area must demonstrate no negative impacts on the natural features or their ecosystem services within the area;

f) Where Natural Environment Areas are privately owned, public use and access to these lands for any purpose requires the consent of the owner;

g) Where land designated Natural Environment Area is privately owned, the City shall acquire the land at the request of the landowner, in keeping with the City's acquisition policies;

h) The City may lease portions of Natural Environment Areas to another party for a permitted use, having regard for the interests of adjacent landowners and in accordance with other objectives and policies in this section;

i) The City may adjust the boundaries of Natural Environment Areas to reflect their features and functions based on new information as it is obtained. Where boundary adjustments impact areas of natural and scientific interest, the agreement of the Ministry of Natural Resources and Forestry shall be required; and

j) Natural Environment Areas do not form part of parkland dedication.

4) The Conservation Area designation identifies provincial parks, conservation authority properties and other lands which are identified or protected through separate legislation, regulation, or convention for conservation, sport, recreation, leisure and cultural facilities, but does not include the National Capital Greenbelt. Examples include Fitzroy Provincial Park, the Baxter Conservation Area and the Beckett Creek Migratory Bird Sanctuary.

5) Where a Conservation Area is not subject to other land-use policies established under federal or provincial legislation and regulations, the policies for Natural Environment Areas shall apply.

Section 8.

Greenbelt Designations



Photo by: City of Ottawa



Section 8. Greenbelt Designations

The Greenbelt Transect Area is comprised of approximately 20,000 hectares of land, most of which is owned by the National Capital Commission, where those publicly owned lands are also regulated by the policies of the National Capital Greenbelt Masterplan. This area is made up of natural environment areas such as significant wetlands and Areas of Natural and Scientific Interest (ANSI) and rural and prime agriculture lands that contribute to the quality of life and sustainability of Canada's Capital Region. The area hosts a range of cultural and economic activity provided by the public and private sectors and includes recreation, creative industries, research and institutions. Municipal and provincial transportation infrastructure like rapid transit systems, arterial roads and Highways 416 and 417 cross the Greenbelt connecting the region, rural and suburban communities with the City's urban area.

WHAT WE WANT TO ACHIEVE

- 1) Ensure resilience by protecting lands in the Greenbelt Transect Area
- 2) Harmonize Official Plan policies with the policies of the National Capital Commission Greenbelt Masterplan
- 3) Limit uses and activities that place heavy demand on the transportation network
- 4) Ensure development maintains the landscape characteristics of the Greenbelt

8.1 Ensure resilience by protecting lands in the Greenbelt Transect Area

1) The Greenbelt is identified as a transect area on Schedule A of the Official Plan. Within this transect are designations that are unique to the area, while some may be found in other sections of the plan. The following land designations are specific to the Greenbelt Transect Area and shown on Schedule B4:

- a) Greenbelt Rural; and
- b) Greenbelt Facility.

2) Lands designated as Greenspace on Schedule B4 including Core Natural Areas and Natural Linkage on Schedule C12 are based on the NCC's Greenbelt Master Plan. Where these areas are not subject to other policies established under federal or provincial legislation or regulations, the policies for Natural Environment Areas in this Official Plan shall apply.

3) Where lands are designated as Agricultural Resource Area on Schedule B4, the applicable policies for these lands are found with the Rural Designations in this plan.

8.2 Harmonize Official Plan policies with the policies of the National Capital Commission Greenbelt Masterplan

1) The policies for the Greenbelt Transect Area strive to be consistent with those policies of the Greenbelt Master Plan, prepared by the National Capital Commission.

2) Development within the Greenbelt Transect area shall include a coordinated effort between each level of government and its agencies, which may require plans and studies not typically required by the City, such as a Federal Environmental Effects study.

8.3 Limit uses and activities that place heavy demand on the transportation network

- 1) Roads in the Greenbelt Transect shall be designed to a rural standard and support sustainable modes of transportation, to maintain the rural character of the Greenbelt, minimize the fragmentation of farmland and disruption of natural areas and ensure connectivity across the transects.
- 2) Unopened and low-volume road allowances in the Greenbelt Transect area may be evaluated for potential closure to reduce asset maintenance costs and restore ecological contiguity.

8.4 Ensure development maintains the landscape characteristics of the Greenbelt

- 1) Where possible, utilities will be combined in a limited number of corridors and utilize existing rights of way.
- 2) On lands designated as Greenbelt Rural, the following policies apply:
 - a) Permitted uses include forestry, recreation, agriculture, tourism and small-scale commercial uses;
 - b) Lands located adjacent to lands designated Greenbelt Facility may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Facility designation, provided the ancillary uses have limited employment associated with them; and
 - c) Lot creation is not permitted, except where those lands are public-owned, unless the lands are in
 - a) a historical settlement where the new lot or lot line adjustments do not extend the existing settlements in length, width or depth, and will be of a size similar to the adjacent lot but not less than 0.8 hectares.
- 3) On lands designated as Greenbelt Facility, the following policies apply:
 - a) Permitted uses include institutional, cultural and creative industries, recreation, tourism, office and research;
 - b) The buildings and structures, site design and programs respect the Greenbelt's natural and rural character;
 - c) The grounds surrounding such facilities are used for farming, forestry, conservation, recreation, resource management or other uses compatible with the rural character of the Greenbelt; and
 - d) For the existing Greenbelt Facilities listed below the City does not plan for further transit, road, transportation or municipal water and waste water upgrades at these locations. Expansion of existing facilities that would require improvement to the above infrastructure may need to be funded substantially or entirely by the proponent, separately from eligible PILT or Development Charge contributions.
 - i) Carling Campus, 3500 Carling Avenue;
 - ii) Shirley's Bay Campus, 3701 Carling Avenue;
 - iii) Connaught Range and Primary Training Centre, 11 Shirley Boulevard;
 - iv) Ottawa Soundstage Complex, 1740 Woodroffe Avenue; and
 - v) RCMP Technical Protective and Operations Facility (TPOF), 1426 St. Joseph Boulevard.

4) An amendment to the Official Plan to designate lands as Greenbelt Facility shall only be considered where:

- a) There is a clear demonstration that any proposed new facility can only be located within the Greenbelt and nowhere else, for national security or military reasons, or in exceptional cases where a Greenbelt location provides the extensive open area, isolation or a rural environment that is necessary to the very nature of the operation of the proposed facility;
- b) Uses will not generate excessive traffic or generally exceed 100 employees
- c) The location of the proposed development does not trigger the need for changes to the existing road network, or where it does, that all such changes are entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance;
- d) The location of the proposed development does not trigger the need for changes to existing transit services, or where it does, that all such changes are limited to street transit operations and are entirely funded by the proponent, including the provision of additional transit vehicles and annual funding for the operation of street transit at a level of service that matches or exceeds the mode share target set out in the Transportation Master Plan for the area in question, or a site-specific mode share target as may be determined by a transportation impact assessment study in support of the development;
- e) The location of the proposed development does not trigger the need for changes to municipal water and wastewater services, or where it does, that all such changes are substantially or entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance;
- f) If the location requires the provision of private water and wastewater services, that such services can be provided in a safe manner and without any adverse impacts on any surrounding private water or wastewater systems; and
- g) That any proposal on federal lands obtains approval by the National Capital Commission.

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Section 9.

Rural Designations



Photo by: City of Ottawa



Section 9. Rural Designations

9.1 Agricultural Resource Area

Farmland accounts for approximately 40 per cent of Ottawa’s Rural area and is required by the *Provincial Policy Statement* to be protected for long-term use for agricultural production by limiting development that would compromise productivity of these operations. These lands are comprised of Class 1, 2 and 3 soils, as identified through a Land Evaluation and Area Review (LEAR) study. Lands designated Agricultural Resource Area may also include lands with other classes of soil in order to recognize their part in an agricultural system. Ottawa’s agri-economy is a mix of agricultural operations including cash crop and livestock across approximately 1000 farm holdings, varying in size, and is a valuable industry which plays an important role to ensuring food security in the region.

9.1.1 Protect farmland for regional food security



- 1) Lands designated as Agricultural Resource Area are shown on Schedules B4 and B9.
- 2) The City shall only consider the removal of land from an Agricultural Resource Area designation to allow the expansion of a settlement area or identification of a new settlement area through a comprehensive review by addressing the matters required by the *Provincial Policy Statement*.
- 3) Official Plan amendments for the removal of land from an Agricultural Resource Area designation, outside of a comprehensive review and that does not constitute urban or village expansion, shall only be considered where it is demonstrated that the land does not meet the requirements for an Agricultural Resource Area through:
 - a) A municipal-wide Land Evaluation and Area Review; or
 - b) An area-specific assessment, where the area is equal to or greater than 250 hectares, or where an area of less than 250 hectares is agreed to by the City. The assessment will demonstrate that:
 - i) Based upon new information, related to one or more LEAR factors, the lands are not part of a prime agricultural area; and
 - ii) Any re-designation avoids the potential for adverse impacts to any adjacent agricultural land and operations, or if unavoidable, such adverse impacts are mitigated to the extent feasible.

WHAT WE WANT TO ACHIEVE

- 1) Protect farmland for regional food security
- 2) Support diversification of farming operations to increase local supply of goods and services in the regional economy
- 3) Protect farmland from uses that would impede productive farming operations

9.1.2 Support diversification of farming operations to increase local supply of goods and services in the rural regional economy

- 1) On lands designated as Agricultural Resource Area, a variety of types, and intensities of agricultural uses and normal farm practices are permitted and shall be consistent with Provincial guidelines related to uses and practices in prime agricultural areas.
- 2) On-farm diversified uses and agriculture-related uses that are compatible with and do not hinder surrounding agricultural operations are permitted subject to limitations on size, scale and location on the property as determined by the Zoning By-law. A Zoning By-law amendment is required for any increase to the permitted size of an on-farm diversified or agriculture-related use.
- 3) New mineral aggregate extraction operations including wayside pits and quarries, portable asphalt plants and portable concrete plants may be permitted as an interim use subject to an area-specific policy in Volume 2 of this plan and only where the provisions for mineral aggregate extraction operations of the *Provincial Policy Statement* and this Plan have been addressed.

9.1.3 Protect farmland from uses that would impede productive farming operations

- 1) Residential uses in Agricultural Resource Areas shall be permitted either in the form of:
 - a) A detached dwelling on a lot fronting an existing public road; and/or
 - b) Accommodation for full-time farm labour where:
 - i) The size and nature of the operation requires additional employment;
 - ii) Accommodations may be located on the same lot as a principal dwelling and shall be removed once the farm help is no longer required; and
 - iii) Prior to development, the City may require that the farm operator enter into an agreement which ensures that accommodations for farm help are removed once no longer needed.
- 2) Lot line adjustments are permitted on lands designated as Agricultural Resource Area for legal or technical reasons only.
- 3) Lot creation is prohibited unless all of the following are met:
 - a) The new lot contains an existing habitable dwelling made surplus through farm consolidation;
 - b) As a condition of severance, the retained lands are zoned to prohibit residential uses;
 - c) The severed lot is of a size that minimizes the loss of agricultural land;
 - d) The new lot can be adequately serviced;
 - e) Where the new lot may only contain buildings or structures including a dwelling unit that are accessory or secondary to the principal residential use; and
 - f) Where only one lot may be created.
- 4) Applications for Consent to Sever a farm surplus dwelling shall only be considered after the purchase of the lands to be consolidated by the farm operator or where a legally binding agreement of purchase and sale is demonstrated.

- 5) Where the lands containing a surplus dwelling and accessory buildings are abutting the main farm property, the recommended method of separation of the surplus dwelling from the land is the use of a lot line adjustment between the two properties to avoid the creation of a new lot.
- 6) Lot creation for the purpose of agriculture-related uses are permitted in areas of poor soils where all of the following criteria are met:
- a) The Zoning By-law permits the use prior to the approval of a consent to sever application and may include prohibiting residential uses. Otherwise, as a condition of severance, the lot shall be zoned to prohibit residential uses;
 - b) The soils have a capability rating for agriculture predominantly of Class 4 or poorer as determined by the soil's maps of Ottawa or an Agrology and Soil Capability Study;
 - c) The land is part of an identified poor pocket of at least 10 hectares in area;
 - d) The land is not being used or capable of being used as part of an adjacent existing agricultural operation;
 - e) The proposed new lot has frontage on a public road; and
 - f) The proposed new lot shall be limited to a minimum size needed to accommodate the use to ensure the minimal loss of prime agricultural land.
- 7) The City may permit the creation of a lot for the purpose of a new agricultural use, provided that both the retained and severed parcels of land are no less than 36 hectares each, to maintain flexibility for future changes in the type and size of agricultural operations.

9.2 Rural Countryside

The Rural Countryside is made up of a variety of low-intensity uses such as farming, small-scale industries and outdoor recreation and tourism supportive uses such as golf courses, vacation properties or bed and breakfasts. The Rural Countryside also contains clusters of low-density residential units which pre-date this plan. The intent of this designation is to accommodate a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and support industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved.

9.2.1 Protect and enhance rural character

1) Lands designated as Rural Countryside are shown on Schedule B9.

9.2.2 Strengthen the rural economy by permitting a diversity of uses that support the local rural community

- 1) The following uses may be permitted:
 - a) Forestry, conservation and natural resource management activities;
 - b) Agriculture, agriculture-related and on-farm diversified uses;
 - c) Residential uses according to the policies of this plan;
 - d) Animal services boarding, breeding and training and equestrian establishments;
 - e) Bed and breakfasts;
 - f) Utility Installations;
 - g) Cemeteries; and
 - h) Sand and gravel pits.
- 2) Subject to a Zoning By-law amendment or, when the process is enacted, a Community Planning Permit, the following uses may be permitted:
 - a) Outdoor recreational and tourism uses, campgrounds and sports fields, unless considered to be a large-scale facility;
 - b) Small scale light industrial and commercial uses where all of the following criteria are met:
 - i) The uses are necessary to serve the local rural community or the travelling public, such as restaurant, gas station, personal service or motel;
 - ii) The lands are within 200 metres of an arterial or collector road and can be safely accessed;
 - iii) The lands are located beyond 1 kilometre of an Urban or Village boundary, or where located less than 1 kilometre from a Village boundary, it can be demonstrated that there is insufficient opportunity for these types of uses to be established within the Village;
 - v) The lands are not adjacent to lands designated as Agricultural Resource Area;

WHAT WE WANT TO ACHIEVE

- 1) Protect and enhance rural character
- 2) Strengthen the rural economy by permitting a diversity of uses that support the local rural community
- 3) Limit the fragmentation of rural lands and ensure the preservation of health

- vi) The development can be supported by services available according to applicable provincial regulations;
 - vii) The scale of the development is suitable for a rural context and where the size of each commercial occupancy will not exceed 300 square metres of gross leasable floor area; and
 - viii) The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access, mitigate incompatibilities with adjacent residential uses and to integrate appropriately with rural character and landscape.
- c) Institutional uses such as places of worship, medical facilities and post-secondary institutions, but not kindergarten to grade 12 schools, where:
- i) It is demonstrated that lands within the Villages or Urban boundary are insufficient or inappropriate, or there is a specific need to locate in the Rural area;
 - ii) The development can be supported by services available according to applicable provincial regulations but will not place demand on the need to extend public services; and
 - iii) The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access and is appropriately integrated with rural character and landscape.
- d) An on-farm diversified or agriculture-related use where it is proposed to increase the permitted size; and
- e) Small-scale wineries, cideries, breweries or distilleries.
- 3) Where development, excluding agriculture or agriculture-related uses, is proposed within 1 kilometre of a Village or Urban boundary it will be reviewed to ensure that it shall not impede the expansion of the settlement area and all of the following criteria shall be considered:
- a) The use is a compatible use with a village or urban area;
 - b) The development has frontage on an existing public road;
 - c) The site shall consider future multi-modal connections and be designed to accommodate these along with street trees in the future; and
 - d) The use can be adequately serviced by on-site systems and will not place demand on the extension of public services for any reason, including fire suppression or contaminated groundwater.

9.2.3 Limit the fragmentation of rural lands and ensure the preservation of health

- 1) In the case of non-residential uses, for the creation of three or more lots in a three-year period, development shall be by plan of subdivision.
- 2) Where the creation of less than three lots is proposed for a non-residential use, the Zoning By-law shall permit for non-residential uses prior to the application for a consent to sever and the City may require an amendment to the Zoning By-law to prohibit residential uses as a condition of severance.
- 3) Lot creation for the purpose of a residential use is prohibited except where all of the following are met:
 - a) A maximum of two lots can be created from any lot in existence on May 14, 2003;

- b) The retained lands shall have a minimum of 10 hectares unless the lot is within a historical settlement;
 - c) The severed lot shall be a minimum of 0.8 hectares and may be required to be larger to ensure it can be adequately serviced in a way that will not adversely affect the quality and quantity of groundwater or safe operation of wastewater systems on adjacent lots;
 - d) The lot has frontage on a public road and shall not access a provincial highway. Where the lot has frontage on an arterial road and a collector or local road, the proposed lot shall not be accessed from the arterial road;
 - e) The lot(s) shall observe required setbacks from, and not impact lands identified for mineral aggregates and shall meet policies related to mineral extraction reserves and operations;
 - f) Where a lot that is within a historical settlement, the following conditions apply:
 - i) Both the severed and retained lots shall be consistent in size with adjacent lots, but shall not be less than 0.4 hectares;
 - ii) The creation of the lot(s) shall not extend the historical settlement area in length, width, or depth; and
 - iii) The proposed lot(s) shall be adequately serviced without adversely impacting existing private services on adjacent lots; and
 - g) All development on the lot shall be restricted to areas away from mature vegetation or natural features, and a development agreement may be required as a condition of severance to ensure the protection of these natural features.
- 4) Country lot estate subdivisions are prohibited except on those lands where an application for a plan of subdivision was received and deemed complete by December 31, 2009, or where the proposed subdivision meets the conditions established in Subsection 3.4, Policy 8.
- 5) A new lot shall not be created from a lot within a registered plan of subdivision unless all of the following conditions are met:
- a) The minimum size of the severed and retained lots are no less than 0.8 hectares;
 - b) The retained and severed lots can be adequately serviced; and
 - c) It is demonstrated that the creation of any new lot shall not adversely affect the water and wastewater systems of adjacent developments.
- 6) Multi-Unit residential developments are prohibited.

9.3 Rural Industrial and Logistics

Lands designated as Rural Industrial and Logistics are intended to support uses that are not suitable in the Urban area or Rural Countryside due to the requirements for large areas of land or separation from their noxious activity. These uses provide for a full range of activities across multiple industry sectors, which include warehouse, distribution, light and heavy industrial uses and small offices. Rural Industrial and Logistics areas are served by arterial roads, most of which are located in close proximity to 400 series highway interchanges to facilitate the efficient movement of goods while limiting disruption to local rural traffic. This designation is considered an employment area for the purposes of the *Provincial Policy Statement*.

WHAT WE WANT TO ACHIEVE

- 1) Permit a range of industrial activity and functions to make the best use of rural locations
- 2) Maintain clusters of industrial uses to reduce incompatibilities with the rural area

9.3.1 Permit a range of industrial activity and functions to make the best use of rural locations

- 1) Rural Industrial and Logistics areas are designated on Schedule B9 and are located along arterial roads and in close proximity to highway interchanges
- 2) Development on lands designated as Rural Industrial and Logistics shall consider the following:
 - a) Building design, Site layout and landscape in a way that maintains and enhances the rural identity and feel of the area in which such development takes place;
 - b) Appropriate screening from public roads and adjacent properties using natural vegetation, preferably existing vegetation where possible;
 - c) Outdoor amenity areas for employees and landscaping that supports the City's tree canopy targets; and
 - d) Accesses are designed to minimize hazards between the road on which the development fronts and its vehicular points of access.
- 3) Development shall be supported by individual private wells and sewage systems unless the City agrees to the development of multiple lots on a small water and wastewater system in conformity with the policies in this Plan.
- 4) All new development proposed within the Ontario Ministry of Transportation's permit control area shall manage driveway access proximity to the interchange that is in keeping with the Ontario Ministry of Transportation's Access Management Guidelines.
- 5) Severances in Rural Industrial areas are permitted; however, large lots of sufficient size to accommodate uses associated with goods movement and storage shall be the dominant size within each designation area and any smaller lots should be located in a manner that shall not limit the development of an industrial subdivision.

6) Lands designated as Rural Industrial and Logistics, located on Carp Road are subject to the policies of the Carp Road Corridor Area-Specific Policy Area.

7) The City will have no financial obligations for any changes to the municipal roadway or transportation network, based on appropriate transportation studies as a result of proposed development. Any development must also demonstrate options for transportation such as carpooling or other shared service that mitigate the need for a personal vehicle and on-site parking.

9.3.2 Maintain clusters of industrial uses to reduce incompatibilities with the rural area

- 1) The following uses are permitted in Rural Industrial and Logistics areas
 - a) Heavy and light industrial uses, such as value-added processing, fabrication, manufacturing, equipment and supply centres, machine and vehicle sales and servicing, landscape and construction yards, nurseries;
 - b) Transportation, distribution, warehouse and large-scale storage operations;
 - c) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or waste transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs; where they shall not be located adjacent to a highway unless suitable screening and landscaping are provided; and
 - d) Commercial uses that primarily provide services to employees of the Rural Industrial and Logistics area or the travelling public such as a restaurant, gas station, a retail store up to 300 square metres of gross leasable space or similar uses. A commercial use involving the display and sale of products manufactured or warehoused on the site are permitted provided that the retail floor space does not exceed the greater of 300 square metres or 25 per cent of the gross floor area of the building.
- 2) Residential, institutional and other sensitive uses that would conflict with or be negatively affected by the operations of these industrial uses are prohibited.
- 3) To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines.

9.4 Village

Villages play an important role to the vitality and identity of the rural area. There are 26 Villages located throughout the City's Rural area which are identified on Schedule B9. These Villages range in land size and population. Some Villages enjoy municipal services, water and/or wastewater, while others are serviced privately. The majority of development within the Rural area occurs within Villages in order to reduce conflicts with other uses such as agriculture, mineral extraction, Rural Industrial and Logistics and areas of natural significance.

The City will support the health and liveability of village communities with sustainable growth practices, by supporting small-medium enterprises that support the local community and boost tourism, large industries in strategic locations and diversify housing where adequate services are available.

WHAT WE WANT TO ACHIEVE

- 1) Consider villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced
- 2) Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village

9.4.1 Consider villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced

- 1) Villages are designated on Schedule B9.
- 2) The distribution of land uses and permitted development within a Village shall be identified by:
 - a) A secondary plan in Volume 2; and
 - b) Based on the ability to support development on private water and wastewater services or on municipal services where such services exist.

9.4.2 Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village

- 1) The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:
 - a) Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;
 - b) Small-scale office, retail and commercial uses;
 - c) Institutional uses such as schools, care facilities, recreation and community facilities and places of worship;
 - d) Community gardens, indoor and outdoor crop production market gardens and farmers markets;
 - e) Small scale craft manufacturing of food, beverages and goods for sale; and
 - f) Parks, recreation and community facilities which may include fairgrounds but does not include large scale facilities.

2) The following are uses that are prohibited within Villages unless otherwise prescribed by a rural secondary plan:

- a) Heavy industrial uses that could negatively impact nearby residential uses with noise, vibrations, dust fumes, groundwater contamination and/or heavy equipment vehicle traffic;
- b) Outdoor storage fronting a street; and
- c) New drive-through facilities and commercial parking lots in core areas.

3) The City will advocate for changes to provincial guidelines to make it easier to develop multi-family residential units in Villages so that, in particular, people who need to live in supportive housing can stay in the Villages and not have to relocate to other areas of the City.



Photo by: City of Ottawa

Section 10.

Protection of Health and Safety

Photo by: City of Ottawa



Section 10. Protection of Health and Safety

Environmental conditions, whether naturally occurring or not, can result in hazards to human life or health and damage or loss of value to property. These environmental conditions or constraints to development may be natural hazards such as flood plains and unstable soils, or hazards that result from human activity including contaminated sites, mine hazards and land affected by noise. These conditions include current hazards as well as future hazards anticipated as a result of climate change. This Plan includes measures to protect people and property from the impacts of these natural and human-made conditions.

In general, development shall be directed away from areas of natural or human-made hazards, where there is an unacceptable risk to health or safety or of property damage, and shall not create new, or aggravate existing, hazards.

WHAT WE WANT TO ACHIEVE

- 1) Prevent injury, loss of life and property damage
- 2) Minimize incompatible land uses
- 3) Build resiliency to the impacts of extreme heat
- 4) Enhance personal security through design

10.1 Prevent injury, loss of life and property damage

10.1.1 Natural Hazards: Flooding Hazards and Erosion Hazards

Lands in the flood plain are subject to regulations under Section 28 of the *Conservation Authorities Act*, Official Plan policies and zoning provisions in the Zoning By-law. Official Plan policies for flood plains also apply to areas where flood plains exist but are not mapped by the conservation authorities or identified as flood plain in the Zoning By-law. Flood plain boundaries are determined in consultation with the Mississippi Valley, Rideau Valley and South Nation Conservation Authorities, with adherence to relevant policies and guidelines. Schedule C15 – Environmental Constraints provides the general location of lands affected by the flood plain, however this schedule does not show all lands affected by the flood plain and should not be used to determine if a lot is affected by the flood plain. For detailed information about lands affected by the flood plain, refer to the Flood Plain Overlay in the Zoning By-law. For areas where no flood plain mapping is available, development proponents may be required to undertake studies as part of the development review and approvals process to delineate the extent of the flood plain.

Erosion hazards are areas that have been or may be subject to the loss of land, due to human or natural processes, and may also be adjacent to river, stream and small inland lake systems. Erosion hazard areas are subject to regulations under Section 28 of the *Conservation Authorities Act*.

- 1) Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.

- 2) Notwithstanding Policy 1), development and site alteration may be permitted if it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. In such cases, the following may be permitted:
- a) Facilities which by their nature must locate in the flood plain, such as bridges, flood and/or erosion control works;
 - b) Minor additions and/or renovations to existing structures, which do not affect flood flows, meet appropriate floodproofing requirements and are approved by the appropriate conservation authority;
 - c) The replacement of a dwelling that was in existence at the date of adoption of this Plan, with a new dwelling where:
 - i) The new dwelling is generally the same gross floor area as the existing dwelling;
 - ii) The new dwelling is in a location on the lot that has lower flood risk than the existing dwelling;
 - iii) The new dwelling, in conjunction with any site alteration does not result in a negative effect on flooding; and
 - iv) The new dwelling and any associated site alteration shall meet the appropriate floodproofing requirements and be approved by the appropriate conservation authority.
 - d) Passive open spaces which do not affect flood flows; and
 - e) Site alterations where approval has been obtained under the *Conservation Authorities Act*.
- 3) Revisions to the Flood Plain Overlay in the Zoning By-law, or regulation limits in secondary plans or area-specific policies, may be implemented without the need for an Official Plan amendment, when site-specific geodetic elevation information prepared by an Ontario Land Surveyor has been accepted by the appropriate conservation authority, or when the City is undertaking updates to the Flood Plain Overlay in the Zoning By-law and concurrence from the appropriate conservation authority has been received.
- 4) A requirement for flood plain studies, in support of a development application will be identified in consultation with the City and the appropriate conservation authority. Flood plain studies, submitted to the City, as part of the development review process, shall be supported by appropriate engineering and environmental studies.

10.1.2 Two-Zone Flood Plain Areas and Areas of Reduced Flood Risk

- 1) Where a conservation authority has identified a flood plain as a Two-Zone Flood Plain Area the flood plain shall be divided into two zones: the floodway and the flood fringe. The floodway is the inner portion of the 1 in 100-year flood plain that is required for the safe passage of flood flow where flood depths and/or velocities pose a threat to life and/or property damage. The flood fringe is the outer portion of the 1 in 100-year flood plain. The use of the two zone concept may allow for some new development within the identified flood fringe areas of the flood plain that can be safely developed with no adverse impacts. Areas of Reduced Flood Risk are areas in the 1 in 100-year flood plain that are protected by flood control structures but would experience flooding if these structures fail or are overtopped.
- 2) In Two-Zone Flood Plain Areas, development in a floodway shall be subject to Subsection 10.1.1, Policies 1 through 4 respecting flood plains.

3) In Two-Zone Flood Plain Areas, the floodway shall be subject to the Flood Plain Overlay in the Zoning By-law. The flood fringe and areas of reduced flood risk shall be subject to the area-specific provisions in the Zoning By-law.

4) Development and site alteration may be permitted in the flood fringe and an area of reduced flood risk, where the risk to public safety is minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) Development and site alteration are carried out in accordance with applicable floodproofing standards, protection works standards and access standards;
- b) Safe access is available during a regulatory flood event;
- c) New hazards are not created, and existing hazards are not aggravated;
- d) No adverse environmental impacts will result;
- e) The proposed development is consistent with the policies of this Plan and all other applicable municipal by-laws; and
- f) Where approval under the *Conservation Authorities Act* has been obtained.

5) To avoid an increased risk to life and property, the following shall not be permitted in the flood fringe or in an area of reduced flood risk:

- a) Creation of a new lot, except to allow for separate ownership of a semi-detached, or townhouse dwelling, or a plan of condominium or strata title for an apartment dwelling, where these uses are permitted in the Zoning By-law;
- b) A secondary dwelling unit or dwelling unit that is either partially or completely below grade, or a coach house;
- c) An amendment to, or relief granted from, the zoning by-law that increases the number of dwelling units on a lot;
- d) An institutional use including hospitals, long-term care homes, retirement homes, preschools, school nurseries, day cares and schools;
- e) An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or
- f) Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

6) The City may consider the identification of additional Two-Zone Flood Plain Areas. This designation will normally be initiated by the City in consultation with the conservation authority and as part of a comprehensive land use and watershed-based planning process. This would only be in areas of existing flood prone development.

10.1.3 Areas Vulnerable to Flooding Under Climate Change

A climate change flood vulnerable area is the area between the 1 in 100-year flood plain and the climate change scenario flood limit. For the purposes of these policies the climate change scenario flood limit is the 1 in 350-year flood plain. Provincial policies and regulations provide for limiting or prohibiting development on lands located in the 1 in 100-year flood plain. However, local climate projections indicate increasing trends in climate parameters that influence riverine flooding such as precipitation and temperature. These trends suggest an increased risk of extreme flooding that exceeds the 1 in 100-year flood event. While the magnitude and frequency of future extreme flood events are difficult to predict given the variability of climate conditions and their impacts on the watershed of each riverine system, the following policies protect people and property from the

increased risk of extreme flooding events. To address these risks, risk mitigation measures for new development within climate change flood vulnerable areas will be required.

- 1) The City will work with conservation authorities to identify climate change flood vulnerable areas in publicly available maps. This mapping will include identification of areas where the depth of flooding on a roadway exceeds limits for safe access during a climate change scenario flood.
- 2) New secondary plan and area-specific policy areas will evaluate flood risks in climate change flood vulnerable areas and apply mitigation measures to the land use policies and design of the community in order to minimize flood risk for sensitive land uses.
- 3) Where lands located in a climate change flood vulnerable area are subject to site plan control or plan of subdivision applications, flood risk will be evaluated, and mitigation measures will be applied as part of the planning and design of the site. These measures will be determined through the servicing studies required as part of the development approvals process.

10.1.4 Natural Hazards: Unstable soils or bedrock

Unstable soils such as sensitive marine clays and organic soils, and unstable bedrock, associated with karst topography, are potential hazardous sites in Ottawa. In areas with sensitive marine clays, where there are deep valleys or embankments, there is a risk of large-scale retrogressive landslides. Schedule C15 – Environmental Constraints identifies lands affected by unstable slopes and organic soils. The schedule is not exhaustive and does not show all lands characterized by unstable slopes. Development proponents may be required to undertake necessary studies as part of the development review and approvals process to delineate the extent of these natural hazards.

- 1) Development shall generally be directed to areas outside of unstable soils or bedrock.
- 2) Development shall not be permitted to locate in areas with unstable soils or unstable bedrock where the use is an institutional use, essential emergency service or is associated with the disposal, manufacture, treatment or storage of hazardous substances as identified in provincial policy or provides outdoor industrial storage.
- 3) Notwithstanding Policies 1 and 2) above, for uses other than those listed in Policy 2), the City shall review all development using the following criteria:
 - a) There is sufficient soils and engineering information (obtained using established standards and procedures) to confirm that the site is suitable or can be made suitable for development;
 - b) Alterations to the site shall not cause adverse environmental effects, create a new hazard or aggravate an existing hazard elsewhere; and
 - c) People and vehicles have a way of safely entering and exiting the area during emergencies. or following an erosion event.

10.1.5 Natural Hazards: Wildland fire hazard

- 1) Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may however be permitted within hazardous forest types for wildland fire, if it is demonstrated that the proposed development conforms to provincial wildland fire assessment and mitigation standards.

10.1.6 Contaminated sites

The City shall ensure that development only takes place on sites where the environmental conditions are suitable for the proposed use in accordance with provincial legislation and regulations.

- 1) Required environmental site assessments, remedial or risk assessment / risk management activities and associated reports shall be completed in compliance with the applicable regulations and requirements, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the *Planning Act* to ensure receipt of satisfactory verification of suitable environmental condition prior to development.
- 2) Phase one environmental site assessment reports shall include the City of Ottawa Historical Land Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.
- 3) When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.
- 4) When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider a Record of Site Condition as acknowledged by the Ministry when:
 - a) It has been confirmed that the Record of Site Condition has passed the Ministry's audit; or
 - b) It has been confirmed that the Record of Site Condition will not be audited by the Ministry.
- 5) For development proposals to expand or modify buildings on industrial-use properties, where contamination above the Ministry standards has been identified, the applicant shall provide either of the following documents:
 - a) A remediation report to confirm the removal of the contamination within the building footprint during construction; and/or
 - b) A risk assessment report from a Qualified Person that outlines the risk to construction workers and future occupants and concludes that there will be no unacceptable risks to the on-site receptors if the contaminated material is left in place.
- 6) Where contamination from the proposed property extends onto City-owned lands, the City may issue a building permit on a phased basis contingent on the execution and implementation of an off-site contamination management agreement that remediates and/or manages contamination in the City's property to the City's satisfaction.
- 7) Where the City is deeded land for public highways, road widenings, parks, stormwater management, easements or for any other purposes, the City may require, as a condition of transfer, verification to the satisfaction of the City that the proposed land is suitable for the proposed use in accordance with provincial legislation and regulations. This may also include filing a Record of Site Condition by the property owner prior to transfer of ownership to the City.

8) Where a gas station site is being redeveloped and there is no change in use to a more sensitive use, the City shall require confirmation from the Technical Standards and Safety Authority that the facility complies with the Technical Standards and Safety Authority regulations and shall provide the following documentation:

- a) An up-to-date facility's license issued by Technical Standards and Safety Authority; and
- b) Where required, an up-to-date contaminant management plan and the associated groundwater monitoring report prepared in accordance with the Technical Standards and Safety Authority Environmental Management Protocol for Fuel Handling Sites in Ontario (2012, as amended).

10.1.7 Waste disposal sites

Operating waste disposal sites are landfills, dumps, incinerators and any other facilities providing for the long-term storage or destruction of municipal solid waste. Composting, recycling and transfer facilities are considered processing operations. In addition to operating its own facilities, the City has jurisdiction over enacted consents for private waste disposal facilities. The City's criteria in granting consents for these facilities include an assessment of the impact from waste types and quantities, landfill capacity in Ottawa and consistency with the City's Solid Waste Master Plan.

- 1) Operating Solid Waste Disposal Sites are identified on Schedule B8 in order to recognize their function and their potential impact on surrounding land uses.
- 2) The City shall require an Official Plan amendment for the establishment of any new Solid Waste Disposal Site.
- 3) Footprint expansion of operating Solid Waste Disposal Sites shall require a Zoning By-law amendment.
- 4) Land within three kilometres of an operating Solid Waste Disposal Site boundary is considered to be within the influence area of the site. New lot creation within this zone will require a notice on title to ensure the impacts of the operating Solid Waste Disposal Site (i.e. noise, dust, odours and haul route) are provided.
- 5) Development within the influence area of an operating Solid Waste Disposal Site shall demonstrate that the Solid Waste Disposal Site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.
- 6) Notwithstanding the requirements of Policy 5 above, the following uses may not require a study provided that the Solid Waste Disposal Site water table is not affected and excavations shall not result in landfill gas migration or removal of a visual screen buffering of the landfill from the public view: utilities, waste-processing facilities, above-grade transportation routes, forestry activities and gravel pits, quarries and other mining activities.
- 7) Notwithstanding Policies 5 and 6, no new land use shall be permitted within 30 metres of the licensed perimeter of an operating Solid Waste Disposal Site.
- 8) No development is permitted on land or land covered by water which has been used for the disposal of waste unless:

- a) Twenty-five years have elapsed from the point the lands ceased to be an operating waste disposal site; or
- b) The approval of the Minister of the Environment, Conservation, and Parks (or its successor) has been given for the proposed use.

9) Development on a non-operating waste disposal site that satisfies Policy 8) above, or within 250 metres of a non-operating waste disposal site (e.g., old closed landfills) is subject to the requirements stipulated in Subsection 10.1.6. Development within 500 metres of a non-operating waste disposal site shall also demonstrate that there is no risk to human health and safety from landfill gas.

10.1.8 Snow Disposal Facilities

Ottawa is a winter city, resulting in the need for public and private, permanent and temporary snow disposal sites. Such disposal facilities include only those lands on which snow is placed after being brought to the site from elsewhere and not areas in which snow is simply moved to one portion of a site after being cleared from the rest of the site.

- 1) New snow disposal facility sites will require a site-specific zoning by-law amendment and site plan approval.
- 2) New sites shall be designed to meet the Ministry of Environment, Conservation and Parks guidelines and all other applicable guidelines, policies and directives.

10.1.9 Gas pipelines

1) TransCanada Pipelines Limited operates high-pressure natural gas pipelines within rights of way across the City. The Zoning By-law shall identify the route of the TransCanada Pipeline and establish minimum setbacks from the limits of the pipelines rights of way for all permanent structures and excavations. The following policies apply to development proposals in proximity to pipelines and associated facilities:

- a) Proponents of any development within 200 metres of a TransCanada Pipeline right of way or within 750 metres of a TransCanada Pipeline compressor station are required to pre-consult with TransCanada Pipelines and advise and consult with TransCanada Pipelines when undertaking the technical review of any such development that requires approval under the *Planning Act*;
- b) Development within 750 metres of a TransCanada Pipeline compressor station shall not be approved unless it is demonstrated that provincial guidelines for noise and vibration can be achieved; and
- c) Any recommendations or mitigation measures identified by noise and vibration studies undertaken by TransCanada Pipeline, to determine if the provincial guidelines can be achieved, may be included by the City as conditions of development approval.

10.1.10 Abandoned mineral and mineral aggregate mining operations, and abandoned petroleum resource operations

When mining operations have ceased, lands that are abandoned or not fully rehabilitated may create a situation that could cause injury and impact health. It is the intent of the City that hazards from former mines be mitigated through mechanisms under the *Mining Act* or the *Aggregate*

Resources Act. Prior to development on lands adjacent to hazards from mining it shall be required to identify, address and mitigate known or suspected hazards.

- 1) The City shall require applicants for development to identify if lands have been mined for minerals, petroleum or mineral aggregates.
- 2) Where development is proposed where a mine hazard, or abandoned pit or quarry exists, the proposal shall:
 - a) Evaluate the potential risks to human health and property;
 - b) Establish measures to address and mitigate known or suspected risks; and
 - c) Demonstrate that the site can be rehabilitated to support the proposed land use.
- 3) Development shall not be permitted within 300 metres of a mine hazard, or abandoned pit or quarry unless measures to address and mitigate known or suspected risks to human health and property are provided.
- 4) No development or site alteration should occur within a minimum 75 metres of an abandoned petroleum resource operation.

10.2 Minimize incompatible land uses

10.2.1 Environmental noise control

Environmental noise is characteristic of many human activities, and the proliferation of this noise has potential to negatively affect quality of life and human health.

The goal of environmental noise control is to provide guidance between land uses that are noise sensitive and land uses that are sources of noise such as roads, railways, employment areas and equipment for building facilities.

The objective of environmental noise control is to provide for improved and more liveable and healthy environments in the planning of new neighbourhoods, in development and intensification of older neighbourhoods.

Class 4 stationary noise areas

- 1) Approved Class 4 stationary noise areas shall be identified within the Environmental Noise Control Guideline, consistent with provincial guidelines.
- 2) Where new development is proposed within the Urban area or a Village in proximity to an existing stationary noise source, Council, at its discretion, may amend the Environmental Noise Control Guidelines to identify additional Class 4 stationary noise areas.
- 3) The identification of Class 4 stationary noise areas may not be applied retroactively to existing development.
- 4) If the stationary noise source(s) for which a Class 4 stationary noise area has been identified ceases, the identification will be deemed to no longer apply.

Stationary noise sources

5) Development proposals that introduce new sources of stationary noise in proximity to existing noise sensitive land uses shall require a noise feasibility study and/or noise control detailed study if within the following proximities of noise sensitive land uses:

- a) 100 metres for:
 - i) New stationary noise sources; and
 - ii) Lands to be zoned for a new industrial use;
- b) 300 metres for a pit to be licensed under the *Aggregate Resources Act*; and
- c) 500 metres for a quarry to be licensed under the *Aggregate Resources Act*; and in this case noise mitigation where necessary shall be required as a condition of approval.

6) Where an existing stationary noise source is proposed to expand, or a change of use is proposed, which could result in increased noise, an acoustic audit noise study may be required.

7) A noise control detailed study shall be required where the widening or construction of an Arterial, Major Collector or a Rapid Transit network as identified in this Plan.

8) Where noise sensitive development exists adjacent to a public road or existing rapid transit infrastructure as identified in this Plan, and where noise guidelines have been exceeded; the City may implement noise mitigation measures consistent with the Environmental Noise Control Guidelines and the local improvement policy.

9) Owners of land abutting directly on the local improvement mentioned in Policy 8 above may contribute towards the costs incurred by the City if a sufficient number of affected landowners agree to the work and if the work is approved by Council.

10) The City shall consider noise attenuation in the design of neighbourhoods to improve the quality of the public realm as described in the Environmental Noise Control Guidelines.

11) Acoustic barriers may only be used where all other noise attenuation methods, including the placement of taller buildings along and fronting onto an arterial, are confirmed by the City as not feasible. The need for an acoustic barrier shall be demonstrated by the proponent and approved by the City consistent with the Environmental Noise Control Guidelines.

Vibration

12) The City may require a vibration study for development within 75 metres of a railway right of way or an existing or proposed light rail transit corridor and shall require vibration mitigation and a warning clause where necessary as a condition of approval.

10.2.2 Protection of airport and aircraft operations

1) Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.

2) A noise control study consistent with the Council-approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 Line (Composite of 25 NEF/NEP), as shown on Schedule C14.

- 3) Development of new noise-sensitive land uses shall not be approved inside the 35 Line (Composite of 35 NEF/NEP), as shown on Schedule C14.
- 4) New development between the 35 Line and the boundary of the Airport Operating Influence Zone shall not be approved unless the following conditions are met:
 - a) Development of an existing noise-sensitive land use may be permitted if:
 - i) The lands front on an existing public road that is maintained year-round;
 - ii) The lands consist of a lot that was created under the *Planning Act* prior to May 14, 2003;
 - iii) The land use is permitted in the Zoning By-law; and
 - iv) Appropriate warning clause(s) are included on title to advise purchasers or occupants of ongoing aircraft operations, potential impacts of noise levels on normal activities and sleep and the necessity of installing and maintaining recommended noise control measures.
 - b) Residential infill is proposed and:
 - i) The development is for a single detached dwelling(s) on a lot(s) created by severance;
 - ii) A noise control study is prepared detailing necessary architectural measures that implement provincial noise guidelines for interior spaces;
 - iii) The infill development fronts on an existing public road that is maintained year-round;
 - iv) Meets the requirements of the Zoning By-law and all provisions of this Plan;
 - v) Appropriate warning clause(s) be included on title to advise purchasers or occupants of expected noise levels and the necessity of installing and maintaining noise control measures; and
 - vi) The development does not require a Zoning By-law amendment to create the lot(s).
- 5) Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone.
- 6) Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*.
- 7) Development conditions and best practices may be required to reduce the risk of wildlife conflict with airport operations. Proposed land uses, municipal infrastructure projects and activities in the vicinity of the Ottawa International Airport shall have regard to the Ottawa MacDonald-Cartier International Airport Authority Wildlife Management Plan.
- 8) Within the Airport Vicinity Development Zone, the creation of open water habitat areas is prohibited.
- 9) Throughout the City, land uses, activities and the use of building materials with potential to interfere with the safe operation of aircraft, the performance of navigation aids or telecommunication, are prohibited.

Lands Outside the Boundary of the Airport Vicinity Development Zone

The Ottawa Macdonald-Cartier International Airport Zoning Regulations also apply to lands outside of the Airport Vicinity Development Zone where these are within the runway approach surfaces. Mapping is available from the Ottawa International Airport Authority to determine the precise location of affected areas.

10) Development within runway approach surfaces is subject to the overall building height provisions of the approved Ottawa Macdonald-Cartier International Airport Zoning Regulations.

General Aviation and Local Airports

11) Proposed development in the vicinity of Carp and Rockcliffe airports shall comply with current Transport Canada guidelines.

12) Noise-sensitive development is not permitted within the 30 NEF/NEP contour lines at the Carp or Rockcliffe airports.

10.2.3 Protection of Major Facilities and Sensitive Land Uses

1) To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines in any designation.

10.3 Build resiliency to the impacts of extreme heat

With climate change, the number of very hot days (days where the temperature is greater than 30°C) in Ottawa is projected to increase from an average of 11 days per year to as many as 44 days per year by the 2050s, and even more towards the end of the century. This will result in more frequent and prolonged heat waves.

Extreme heat can be a health hazard. It can cause dehydration, heat exhaustion, heat stroke and even death. High temperatures can put everyone at risk, but health risks are greatest for older adults, infants and young children, people with chronic illness, outdoor workers and athletes, people experiencing homelessness, people taking certain prescription medications and those with lower incomes. Heat illnesses can be prevented by taking steps to stay hydrated, avoiding the heat and finding ways to stay cool.

The urban heat island effect is created in built-up areas, as the built environments in these areas retain the heat longer and become hotter than nearby urban greenspaces or rural areas. The annual mean air temperature of a city with 1 million people or more can be 1 to 3°C warmer than its surroundings. In the evening, the difference can be as high as 12°C.

The built environment should be developed to provide protection against extreme heat, reduce the urban heat island effect, build climate resiliency and safe outdoor recreation and active transportation.

- 1) Trees will be retained and planted to provide shade and cooling by:
 - a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;
 - b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and
 - c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.

- 2) For transit stops where the planting of trees is not feasible, shade structures should be considered subject to funding and available space in the right-of-way in order to provide shelter from the sun as to ensure comfort and transit mobility during extreme heat conditions.
- 3) The use of artificial turf as ground cover is not permitted for residential, commercial or industrial uses but may be permitted for sportsfields.
- 4) Office buildings, commercial shopping centres, large-format retailers, industrial uses and large-scale institutions and facilities, shall incorporate heat mitigation measures such as:
 - a) Retention of existing large trees;
 - b) Planting of trees that will have a large canopy at maturity;
 - c) Use of light-coloured and reflective materials;
 - d) Integration of shade features (natural or built) including passive features such as colonnades, awnings, overhangs or vertical fins; and
 - e) Other mitigation measures such as cool or green roofs and low-impact landscaping.

10.4 Enhance personal security through design

Everyone in Ottawa should feel safe and be safe in Ottawa's public spaces, whether they are taking an evening stroll in their neighbourhood, parking in a large parking structure or cycling along a pathway. The City uses the principles of Crime Prevention Through Environmental Design in its review of development to enhance personal security in the design of spaces that are accessible to the public. The physical environment can be designed and managed to reduce the incidence and fear of crime. Also, community safety audits by community associations and other groups can supplement the safety assessments of specific locations and provide guidance to improvements by the City and property owners. Safety and accessibility are central concerns of gender-equitable planning. Incorporating these in the planning of built form, parks and streetscapes are important for women and children and for other target groups.

- 1) When reviewing development, the City will consider measures to enhance safety and security through such means as:
 - a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;
 - b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;
 - c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;
 - d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and
 - e) Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and
 - f) Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.

Section 11.

Implementation



Photo by: City of Ottawa



Section 11. Implementation

Implementation of the objectives and policies of this plan shall be achieved through a number of tools, some of which are provided by the *Planning Act* and others through the City's responsibilities to undertake capital works projects, to acquire and dispose of land, to enter into partnerships and to adopt regulations and by-laws. Interpretation and implementation of the policies of this plan are also governed by provincial legislation.

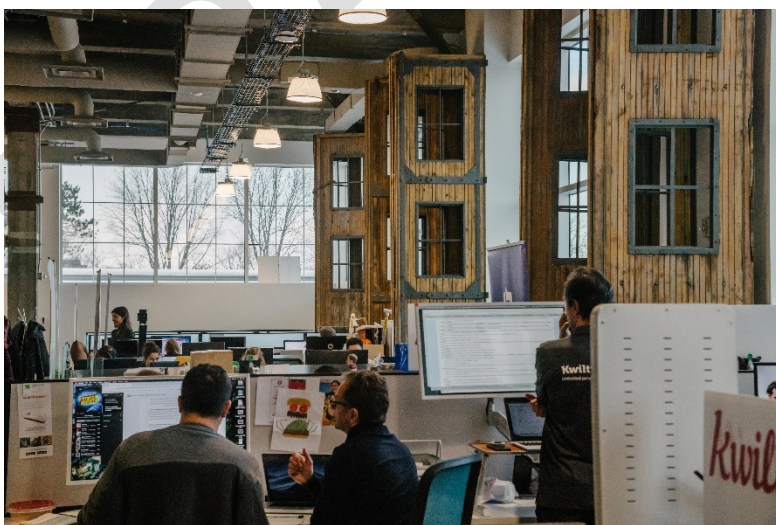
This Official Plan provides a general guide to Ottawa's growth and development. However, the implementation of the policies set out in this Official Plan often relies on more specific and detailed implementation tools. These include:

- A variety of provincial and federal legislation (e.g., *Environmental Assessment Act*, *Conservation Authorities Act*)
- City by-laws (e.g., Zoning By-law, Parks Dedication By-law, Site Plan Control By-law)
- Other City plans (e.g., Transportation Master Plan, Infrastructure Master Plan, Heritage Master Plan, Road Safety Action Plan)
- Standards (e.g., High-performance Development Standard, Accessibility Design Standards)
- Guidelines, strategies, manuals (e.g., Urban Design Guidelines, Park Development Manual)

WHAT WE WANT TO ACHIEVE

- 1) Set the stage for Site Plan Control requirements and provisions
- 2) Create the framework for a Community Planning Permit System
- 3) Establish direction for the creation of Community Improvement Plans
- 4) Establish the Public Notification and Consultation procedures required for development
- 5) Provide direction to Committee of Adjustment processes
- 6) Provide direction around processes needed to implement the Plan
- 7) Provide direction for technical revisions and amendments to the Plan
- 8) Provide guiding information around pre-application consultations and required prescribed information
- 9) Provide direction for monitoring

Photo by: City of Ottawa



11.1 Set the stage for Site Plan Control requirements and provisions

- 1) The entire City of Ottawa is a site plan control area. Certain classes of development shall be exempted from site plan control.
- 2) The Site Plan Control By-law shall establish procedural and submission requirements for varying classes of development. Submission requirements may include architectural and engineering plans and studies, based on the following thresholds:
 - a) Development proposals for Low-rise residential or mixed-use buildings that fulfill the intensification objectives of the Growth Management Framework may be exempt from Site Plan Control or shall have reduced submission requirements and a simplified site plan process subject to meeting defined criteria in order to streamline the process for, and lower the costs of intensification;
 - b) Development proposals of greater height and intensity shall have standard requirements, to ensure appropriate integration and transition with their surroundings; and
 - c) Development proposals within Design Priority Areas may be subject to greater submission requirements than item b) above to ensure design excellence.
- 3) To achieve environmentally sustainable development, the City may adopt a High-Performance Development Standard. Once adopted, the City may use Subsection 41(4)(2)(d) and (e) and Subsection 41(7)(a)(7) of the *Planning Act* to secure the following sustainable and resilient design features in development that address exterior building and site matters as may be set out in such Standard, as part of developments which meet thresholds of Policy 2 b) and c) above:
 - a) Weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;
 - b) High reflective materials, shade trees, and green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
 - c) Active and passive design measures to improve energy efficiency and reduce peak demand such as building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments;
 - d) Renewable energy production and supply to provide clean, local energy reducing greenhouse gas emissions and improving resiliency to power outages
 - e) Low Impact Development and other nature-based approaches to manage stormwater and mitigate flood risks where feasible, and reduce demand for potable water;
 - f) Trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;
 - g) Bird-safe glass treatment to minimize the risk for bird collisions and energy efficient, shielded exterior lighting to reduce nighttime glare and light trespass;
 - h) Dedicated areas for collection and storage of recycling and organic waste to increase waste diversion; and
 - i) Enhanced human health by increasing opportunities for physical activity, mitigating impacts of air pollution, requiring passive cooling strategies such as operable windows and shade to mitigate against extreme heat and promoting access to food.
- 4) The City may, at its sole discretion, require a development agreement to be entered into for purposes of satisfying any conditions associated with approval of a development, and ensuring compliance with the approved plans and drawings.

11.2 Create the framework for a Community Planning Permit System

1) A pilot project will be undertaken that will introduce the Community Planning Permit System (CPP) within the Special Economic District of Kanata North. The City has also identified the Rural Transect, and the Airport Special Economic District as other areas that may benefit from a locally-tailored policy and regulatory system that creates a shared local vision, and from the streamlined and centralized approvals of a Community Planning Permit System, that will lead to more predictable and aligned development outcomes while increasing opportunities for local economic development.

Additional geographical areas may be added to the Community Planning Permit System by way of an Official Plan amendment that will detail the specific goals and objectives that would apply per each affected area.

2) The objectives for the creation of a Community Planning Permit System include:

- Identifying specific discretionary uses that would be permitted based on them being complementary to existing development;
- Relaxing some land use regulations and enabling flexibility in design with a focus on regulating those matters that will uphold the shared vision for the area as detailed in the area-specific CPP By-law;
- Allowing minor variations to development and design standards by specifying the type and extent of variation that would be appropriate and that would uphold the policies, objectives and intent of the area-specific CPP By-law regulations;
- Simplifying and streamlining the development approval process, thereby reducing the time involved in obtaining permission to develop a permitted discretionary use;
- Promoting the use of sustainable transportation;
- Allowing for mixed use development, and for residential densities that will support commercial activities and a wider range of uses in Kanata North;
- Maintain and enhance the urban or rural landscape, or Village Core, in the Rural Transect;
- Protect Natural Environment Areas, Significant Wetlands, significant features and of the Natural Heritage System;
- Protect heritage resources designated under the *Ontario Heritage Act*;
- Maintain the character of the affected area(s); and
- Minimizing the impact of a proposed development on lands adjacent to and outside the area-specific CPP By-law boundary.

3) Council may delegate decision-making authority to staff in approving a Community Planning Permit application for development that would otherwise require separate approvals through site alteration or tree removal permits, Zoning By-law amendments, minor variances, temporary uses, holding or interim control Zoning By-laws, site plan control approval, conveyance for park purposes . Limits on such delegation shall also be established in the Community Planning Permit By-law.

4) The Community Planning Permit By-law shall include area- and subarea-specific goals, objectives, land use permissions or restrictions, development and design regulations that will result in a shared local vision for each specified area to which the System will apply. When making a decision on a Community Planning Permit application, the City may consider development based on the following criteria:

- Official Plan policies for the specific geographic area;

- b) The goals, objectives, criteria and regulations noted in the area-specific CPP By-law;
- c) The class of development;
- d) The appropriateness of the location and parcel for the proposed development or use;
- e) The impact of the proposed development or use with respect to adjacent development and uses in the CPP-affected area and on lands adjacent to the CPP boundary;
- f) In the Rural transect, the servicing requirements and the extent to which the use may impact negatively on the quality and quantity of the groundwater;
- g) In the Agricultural Resource Area, demonstration that every effort has been made to locate the use in an area of poorer soils;
- h) Access and transportation requirements for sustainable modes; and
- i) On-site vehicle parking and pedestrian circulation.

5) Council may impose rules in the CPP By-law that would recognize classes of development for which no permit is required; for which a permit is required where staff is delegated authority to approve or refuse; and for which a permit is required wherein Council is the approval authority.

6) Council may also include in an area-specific CPP By-law allowances for minor changes to one or more regulations without the requirement of permit approval provided the intent of the Official Plan and the CPP By-law is maintained.

7) The City may impose conditions or require a development agreement to be entered into for purposes of satisfying any conditions associated with approval of a Community Planning Permit application. Considerations, may include, but not be limited to, the following:

- a) The removal and replacement of trees and other vegetation;
- b) Site alteration, including but not limited to grade, and to the placing or dumping of fill;
- c) Protection of public health and safety;
- d) Protection of the Natural Heritage System;
- e) Demonstration of adequate water resources and private sewage disposal capacity on-site;
- f) Conveyance or cash-in-lieu of parkland;
- g) Specific increases in height or density, or in the waiving of on-site parking requirements; and
- h) Providing sustainable and resilient design features.

11.3 Establish direction for the creation of Community Improvement Plans

Community improvement plans enable the City to target designated areas that require improvement as the result of age, dilapidation, lack of mixed uses, lack of density, lack of elements of a 15-minute neighbourhood or for any other environmental, social or community economic development reason. Community Improvement Plans can be used to address needs in neighbourhoods identified as having strong equity concerns in the Ottawa Neighbourhood Equity Index. Community improvement plans can also be used to fulfil the City's climate mitigation and adaptation goals and targets. Once a community improvement plan has been approved, the City may offer incentives to private sector investment and/or undertake a wide range of actions to achieve the objectives of the Official Plan.

1) In accordance with the provisions of the *Planning Act*, the City may adopt a by-law to designate areas as community improvement project areas. The boundary of a community improvement

project area may be part or all of the urban area of the City, and/or part or all of one or more Villages as defined in this Plan.

2) The designation of community improvement project areas shall be based on one or more of the following conditions being present:

- a) Known or perceived environmental contamination;
- b) Lack of, or deficient, affordable housing, or opportunities to improve the supply and diversity of housing options;
- c) Opportunities to create healthy and inclusive communities with walkable 15-minute neighbourhoods consistent with Subsection 2.2.4;
- d) Opportunities to create more inclusive, all age communities;
- e) Deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system and/or watermain system, streetscapes and/or street lighting or overhead wiring, sidewalks, curbs or road state of repair;
- f) Vacant lots and underutilized or abandoned properties and buildings which have potential for infill, development or expansion to better utilize the land base or the public infrastructure;
- g) Buildings, building facades and/or property, including buildings, structures and lands of heritage and/or architectural significance, in need of preservation, restoration, repair or rehabilitation or development;
- h) Opportunities to renovate and retrofit existing older buildings, including building energy efficiency (including renewable energy sources) or climate resiliency improvements;
- i) Poor physical condition and/or visual quality of the built environment, including but not limited to, streetscapes and urban design and/or overhead wiring;
- j) Other barriers to the repair, rehabilitation or redevelopment of underutilized land and/or buildings;
- k) High commercial vacancy rates;
- l) Deficiencies in recreational, social or community facilities including but not limited to urban natural features and natural environment areas, parks and amenity areas, indoor/outdoor recreational facilities, adequate and accessible licensed child care centres, public social facilities and support services; and
- m) Any other environmental, energy efficiency, climate resiliency, social or community economic development reasons.

3) The City may prepare, adopt and implement a community improvement plan within a designated community improvement project area(s), pursuant to the *Planning Act* and the community improvement policies set out in this Plan.

4) Community improvement plans may be prepared and adopted to facilitate:

- a) The renovation, repair, rehabilitation, remediation, development or other improvement of lands and/or buildings;
- b) The preservation, restoration, adaptive reuse and improvement of buildings with historical, architectural or other heritage significance;
- c) The development of mixed-use buildings, or the introduction of a wider mix of uses and amenities in areas that are deficient in mixed uses;
- d) The evolution of an area into a walkable and inclusive 15-minute neighbourhood;

- e) The growth of the Urban Forest and its benefits;
- f) Local production and storage of produce and spaces for community gardens;
- g) The restoration, maintenance, improvement and protection of parks, recreational amenities and other greenspace;
- h) Residential and other types of intensification;
- i) The construction of a range of housing types and the construction of affordable housing;
- j) The upgrade and improvement of municipal services and public utilities such as sanitary sewers, storm sewers, watermains, roads and sidewalks;
- k) The improvement of pedestrian and bicycle circulation;
- l) Public transit-supportive land uses and improve the quality of, and accessibility to, transit facilities;
- m) Stronger contribution to the ongoing viability and revitalization of the Downtown Core, Hubs, Corridors, Special Districts and other areas that may require community improvement;
- n) The improvement of energy efficiency and reduction of greenhouse gas emissions measures
- o) Climate impact resiliency by reducing the urban heat island effect, improving access to shade and other cooling amenities, reducing flood risks and managing increased stormwater runoff;
- p) The improvement of social conditions and support services;
- q) The promotion of cultural development including nightlife;
- r) Promote community economic development; and
- s) The improvement of community health, safety and stability and the goals to advance healthy and inclusive communities, consistent with Subsection 2.2.4.

11.4 Establish the Public Notification and Consultation procedures required for development

- 1) The measures for informing and obtaining the views of the public and public bodies on proposed Official Plan and Zoning By-law amendments and community improvement plans will be as follows:
 - a) A bilingual sign will be posted on the affected site and a notice will be sent to community organizations in the affected area as well as those public bodies that are considered to have an interest in the proposed amendment; or
 - b) If the proposed amendment or plan affects a large area or the posting of an on-site notice is, for whatever reason, not appropriate, notification in both official languages will either:
 - i) Be given directly to targeted stakeholders; or
 - ii) Published in a City newspaper; or
 - iii) Posted on the City of Ottawa's website; and
 - c) The City of Ottawa, when proposing a new official plan or an official plan amendment that may affect current or potential future use of the settlement lands, shall consult with the Algonquin Anishinabe Host Nation, as well as with Urban First Nations, Inuit and Métis peoples.

- 2) Notice of the public meeting at a Committee of Council will be sent to individuals and public bodies who provided written comments or requested notice of the public meeting, at least ten calendar days before the meeting by prepaid first class mail, facsimile or electronic-mail. In addition, a minimum of five calendar days before the scheduled public meeting, additional notice will be provided as follows:
 - a) Published in one English-language and one French-language daily newspaper; or
 - b) A newspaper having general circulation in the City of Ottawa; or
 - c) Posted on the City of Ottawa's website.

3) Despite Subsection 11.4 Policy 1), the following amendments are permitted to proceed with alternative notification requirements defined in Policy 4) below, as permitted under the *Planning Act*:

- a) Applications for Official Plan Amendments, Zoning By-law Amendments, Consent (to sever) or Plan of Subdivision approval by non-profit housing providers;
- b) Applications for which Council has delegated approval authority to a municipal officer or employee, including consents to sever; and
- c) Minor Zoning By-law Amendment applications submitted before the adoption of the New Zoning By-law, which meet the intent of the Official Plan.

4) The alternative notification requirement for the matters referred to in Policy 3, for development where notice of application or notice of a public meeting is required, is limited to publishing notice of a proposed amendment in one English-language and one French-language daily newspaper or a newspaper having general circulation in the city, a minimum of five calendar days before the scheduled public meeting; or, posted on the City of Ottawa's website, or posting a sign in both official languages on the affected site which provides opportunity for public comment for a time period of no less than 5 business days before a public meeting and/or a decision is rendered, whichever comes first. The alternative notification requirements are intended to reduce City process while allowing opportunity for public comment on minor thresholds of development.

5) Planning, Infrastructure and Economic Development is committed to an ongoing dialogue with the Algonquin Anishinabe Host Nation as well as with Urban First Nations, Inuit and Métis peoples. The City of Ottawa recognizes the important nature of these relationships and the invaluable contributions that Indigenous communities provide when discussing land use policies. These conversations must continue, and we acknowledge that an open dialogue cannot include strict deadlines. Planning, Infrastructure and Economic Development remains committed to working with Indigenous communities throughout and beyond the New Official Plan project and amending policies when necessary.

11.5 Provide direction to Committee of Adjustment processes

1) The City may delegate authority to grant consents to a Committee of Adjustment or an appointed officer as provided under the *Planning Act*. The City's terms of reference for consents via delegated authority provides thresholds; application review criteria and possible limited conditions for the approval of such applications. For certain consents, the City may consider using the alternative notification measures for consents outlined under Subsection 11.4, Policy 3).

2) The City may exercise authority under the *Planning Act*, Section 45 to establish criteria to which the authorization of a minor variance must conform. The criteria may provide that specified provisions in the Zoning By-law are not to be authorized by variance.

3) Applications to the Committee of Adjustment for Minor Variance / Permissions are categorized as adjustments to a Zoning By-law development standard or the addition of a use which is in keeping with the applicable land-use designation of the Official Plan and the four tests for a minor variance.

4) In support of Subsection 5.2.4, Policy 1 b) and c) and Subsection 5.3.4, Policy 1 b) and c), the Committee of Adjustment shall have regard for applications for Consent with lot patterns and

dimensions that result in intensification in support of ground oriented medium density residential whose outward appearance is consistent with the planned context and these consents may also proceed through a strata severance process to allow greater flexibility in the vertical and horizontal division of a lot.

5) The City shall permit lot adjustments in any land-use designated for legal or technical reasons. For the purposes of this section, legal or technical reasons include severances for purposes such as easements, corrections of deeds, quit claims and minor boundary adjustments, which do not result in the creation of a new lot or render an existing lot as non-complying.

6) The Committee of Adjustment shall, in addition to all other policies in this Plan, have regard for the following when evaluating minor variances to permit low-rise infill apartment dwellings:

- a) Variances to reduce the minimum required lot size may only be considered where adequate waste storage and management, bicycle parking and intensive soft landscaping can be provided.
- b) Variances to alter exterior design requirements such as balconies or facade articulation may be considered where, in the opinion of the Committee of Adjustment, the proposal serves the goals of context sensitive design and urban design as well or better than would compliance with the relevant zoning standard.
- c) Variances to reduce the minimum required side yard:
 - i) May only be considered where alternate measures to ensure adequate access for waste management and bicycle parking are provided; and
 - ii) May reduce side yards to zero to enable attached building designs, where the written consent of the abutting lot owner is secured;
- d) Variances to reduce the required area of soft landscaping:
 - i) May be tied to requirements for more intensive plantings such as trees or shrubs, so that the volume of vegetation compensates for reduced horizontal area; however,
 - ii) Despite i), where the purpose or effect is primarily to enable motor vehicle parking or driveways, variances to reduce the required soft landscaping are contrary to the intent of this Plan; and
- e) The Committee of Adjustment may make the approval of variances conditional on substantial or strict conformity with the plans and elevation drawings submitted with the Minor Variance application.

11.6 Provide direction around processes needed to implement the Plan

1) The City shall not undertake any public work, nor pass any by-law, for any purpose that does not conform to the intent and policies of this Plan.

2) In support of the Official Plan's implementation, in advance of the New Zoning By-law coming into force, the City will prioritize the following categories of development applications:

- a) Changes from one subzone to another subzone in the same parent zone category;
- b) Addition of a use to a subzone that is otherwise permitted in the parent zone category;
- c) Addition of a new use to a subzone not otherwise contemplated in a parent zone category, where the use is in keeping with the development standards of the Zoning By-law and intent of the Official Plan;
- d) Changes of use within an existing building involving no new changes to the existing building envelope, if such changes cannot be addressed under Subsection 11.5, Policy 3); and
- e) Applications to permit temporary uses.

- 3) Where a site has been the subject of a site-specific Zoning By-law amendment in the past two years, applications for relief from zoning provisions for that site are more appropriately directed to the Zoning By-law amendment process.
- 4) An increase in height to permit a building in a taller height category, than as permitted by the underlying transect or designation policies of this Plan requires:
 - a) In the case of a Minor Corridor, only for increases from Low-rise to Mid-rise which are 5 or 6 storeys, and only if a secondary plan or area-specific policy does not provide otherwise, a Zoning By-law amendment; and
 - b) In all other cases, an amendment to this Plan through an area-specific policy, or an amendment to a secondary plan where applicable, in addition to the Zoning By-law amendment.
- 5) The City may acquire, hold, or secure land for the purpose of implementing any policy of this Plan, including:
 - a) For lands with natural heritage significance, by implementing alternative methods, such as: exchanging lands of similar value, negotiating conservation easements, entering into agreements with other public bodies concerning land management or maintenance, partnering with a land trust and other methods that may be proposed from time to time;
 - b) Initiating the purchase of lands where acquisition of the land is critical to the achievement of this Plan's objectives;
 - c) Acquiring land through the development review process for mobility and or infrastructure needs, including: road corridor widening, corner sight triangles, grade triangle for future overpasses or elevation of grade crossings for rail lines, mid-block pedestrian circulation, multi-use paths, stormwater management, expansion of transit services and underground infrastructure; and
 - d) Acquiring land that is in private ownership at the request of the landowners for all lands except for those that are identified as flood plain, steep or unstable slopes, contaminated land, significant wetland or habitat of endangered or threatened species under the following conditions:
 - i) The land is designated Natural Environment Area or Urban Natural Feature by this Plan; or
 - ii) An environmental impact study demonstrates that no development that is otherwise permitted can occur on the property without negative impact on the natural heritage system or natural heritage features.
- 6) Where the City acquires or holds lands with natural or heritage significance as per Policy 5):
 - a) The City shall negotiate a purchase price based on an independent market value appraisal but, if after six months, an agreement has not been reached, the City shall offer to acquire the lands under Section 30 of the *Expropriations Act* and compensation may be determined in accordance with the provisions of that Act;
 - b) Improvements shall not be acquired unless requested by the landowner; and
 - c) The acquisition may be limited to a part of a property, provided that the size of the part not acquired satisfies the requirements of this Plan.
- 7) When the City receives an application for a Zoning By-law amendment to permit development on lands that are in private ownership and where the land is currently zoned in an open space or leisure zone, the City shall consider the need to acquire the land to secure its greenspace interests.

8) The City may utilize a holding symbol (h), in conjunction with any use zone symbol in the Zoning By-law to specify the use to which lands shall be put to in the future, but which are now considered premature or inappropriate for immediate development, and set out conditions and requirements associated with the lifting of the holding zone.

9) The City may authorize, by by-law, the temporary use of lands, buildings or structures for any purpose set out therein that would otherwise be prohibited by the City's Zoning By-law. The City is under no obligation to renew temporary use by-laws beyond a period of time that can reasonably be deemed as temporary, if the continuation of such uses are deemed to contradict the policy objectives of this Plan.

10) The City shall expand the building permit footprinted program for ground oriented medium density residential intensification applications that meet the intent of Subsection 5.6.1 and have the ability to be replicated across the City. The building permit footprinted program will streamline building permit issuance and will have a focus on missing middle housing.

Definition

Missing Middle Housing:

In Ottawa's context and for the purposes of this Plan, the missing middle housing generally refers to low-rise, multiple unit infill residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

11) Subject to Council approval of a Secondary Plan or Official Plan amendment, the City shall consider the use of private agreements among landowners to cost share major infrastructure projects, associated studies and plans identified in secondary plans, comprehensive studies approved by Council and detailed in the agreement for a specified area. These agreements may include the provision of neighbourhood facilities such as parkland, shared infrastructure, studies such as environmental assessments, restoration plans and restoration works. Such agreements are initiated by landowners within a defined area and provide for the fair sharing of costs among benefiting parties, to complement or replace the provisions of a Development Charges By-law. Where such agreements are in place, the City shall require evidence of payment pursuant to the agreement as a condition of draft approval for plans of subdivision and plans of condominium, and as a condition of approval for Consent (to sever) applications and Site Plan Control.

12) The implementation of this Plan will take place over time and the use of the word "shall" to indicate a commitment to action on the part of the City should not be construed as a commitment to proceed with all of these undertakings immediately. These commitments will be undertaken in a phased manner, as determined by Council, and subject to budget and program availability.

13) Zoning By-law amendments not requiring an Official Plan amendment for development of large-scale sites, including but not limited to repurposed shopping centres or industrial lands, shall be supported by plan of subdivision, if applicable, and in all cases a concept plan demonstrating all of the following:

- a) The complete build out of the site, including potential phasing of development, showing its integration into the adjacent built fabric;
- b) Conformity with applicable transect and overlay policies;
- c) Opportunities for parkland dedication and other public realm improvements to support additional density; and
- d) Any additional studies or reports as determined by City staff.

14) Council shall enact a Community Benefits Charges By-law which shall establish a community benefits charge applicable to construction or redevelopment of buildings as defined in the said By-law in conformity with Section 37 of the *Planning Act* as amended.

15) Until Council has enacted the Community Benefits Charge By-law referenced in Policy 14) above, the City shall continue to enter into Community Benefits agreements in consideration of increased density permitted pursuant to Council-approved s. 37 Guidelines. In accordance with the said Guidelines, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law or the Community Planning Permit By-law in return for the provision of community benefits. However, no increase in height will compromise any of the Capital Views Protection policy of the National Capital Commission. Public consultation will be included in the development and approval of such a by-law. Limited increases will be permitted in return for the provision of such community benefits as are set out in the by-law and shall be secured through an agreement as authorized by Section 37 of the *Planning Act* as it existed on September 17, 2020. Such community benefits must be over and above those facilities and services that would otherwise be required as part of the City's development review process, budgeting process or that may be provided through the Development Charges By-law. The community benefits that may be authorized include, but are not limited to:

- a) Public cultural facilities;
- b) Building design and public art;
- c) Conservation of heritage resources;
- d) Conservation/replacement of rental housing;
- e) Provision of new affordable housing units; land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable housing units or land;
- f) Child care facilities;
- g) Improvements to rapid-transit stations;
- h) Other local improvements identified in community design plans, community improvement plans, capital budgets or other implementation plans or studies;
- i) Artist live-work studios;
- j) Energy conservation and environmental performance measures; and
- k) Conservation of existing greenspace or the creation of new greenspace.

16) Upon enactment of a Community Benefits Charge by-law by Council, or as otherwise required pursuant to the *Planning Act*, Policy 15) above shall no longer apply.

17) All properties and buildings in the City of Ottawa will be kept in a state of good repair and safe for occupancy and use. The safety and maintenance of all properties and buildings in the City will be protected through the enactment of property standards by-laws under the *Building Code Act*.

11.7 Provide direction for technical revisions and amendments to the Plan

1) Technical revisions to the Official Plan or the Zoning By-law are permitted without adopting an amendment and without the need for notification as per Subsection 11.4, Policy 1), provided they do not change the intent of the Official Plan or the Zoning By-law. Technical revisions include:

- a) Changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency;
- b) Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
- c) Inserting historical footnotes or similar annotations;
- d) Removing sunset clauses applicable to area-specific policies; and
- e) The reclassification of roads to different road classifications on Schedules C4, C5, C9 C10 and C16.

2) In the case of technical amendments to this Plan or to the Zoning By-law which go beyond the criteria of Subsection 11.7, Policy 1) above and fit within provisions a), b), or c) below, notification to and consultation with the public or public bodies, including the requirements set out in Subsection 11.4, Policy 1), shall not be required with the exception of a notice in both official languages of a proposed technical amendment to be published, in a City newspaper or on the City's website or a sign on the affected site a minimum of five calendar days before the scheduled public meeting. This approach shall be restricted to correcting the following:

- a) Where amendments are required to fully implement an approved recommendation of Council to amend the Official Plan or Zoning By-law;
- b) To amend the language of a provision so as to clarify its intent; and
- c) To eliminate unnecessary redundancies and outdated references.

3) In order to increase adaptability, in relation to unforeseen events such as pandemics or other major events, the City may, at its sole discretion, choose to engage in a comprehensive review of the Official Plan in advance of the *Planning Act* requirements to adjust long term planning priorities and objectives.

11.8 Provide direction for pre-application consultations and required prescribed information

1) Prior to submitting a development proposal, a pre-application consultation meeting is required with City staff in order to identify the information that will be required at the time of application submission. The City has the authority to waive the requirement for a formal pre-application consultation meeting. The City also has the authority to request additional information, that will be required as part of a complete application, after further review of the application proposal.

2) Development shall comply with the complete application submission requirements of the *Planning Act*. The City will maintain a Development Application Study policy, which will be reviewed with applicants in the pre-consultation process. To process the application, the City may require additional information and/or reports as listed in the Policy. The additional information and/or reports will be identified in writing after a pre-application consultation or after further review of the development proposal. All required reports must be completed to the satisfaction of the City.

3) For each of the studies listed in a Development Application Study policy, the City will provide terms of reference and/or guidelines outlining study requirements. These terms of reference and/or guidelines are meant to set the minimum standards for the study submission expectations, required as part of a complete application.

4) Applications for alteration or development on properties designated under the Ontario Heritage Act or notices required for demolition on listed properties under the Ontario Heritage Act, shall include information outlined in an applicable Heritage Conservation Districts plan or guidelines, procedural documents approved by Council, information required by any future amendments to the *Ontario Heritage Act*, or the Development Application Study policy.

11.9 Provide direction for monitoring

The Official Plan is a high-level policy document intended to manage and direct the City's physical growth and change over the next 25 years. Over the planning horizon, it will be important to continually monitor the effectiveness of the Plan policies to determine whether we are on track to meeting our strategic directions and objectives, particularly in terms of meeting new demand for housing and whether the City is meeting its ambitious intensification targets. It will equally be important to monitor global, national and regional trends to ensure that our policies and objectives are still relevant, responsive and aligned to making Ottawa the most liveable mid-sized city in North America.

1) The City will develop and maintain a monitoring plan that addresses the requirements of the *Provincial Policy Statement* for monitoring the inventory of industrial and residential land to accommodate growth. The monitoring plan will:

- a) Address Council's direction that the land supply and intensification targets be reviewed no later than five years after the adoption of the plan; and
- b) Be reviewed from time to time and modified based on the availability of data sets and the resources allocated to undertake monitoring.



Photo by: City of Ottawa

Section 12.

Local Plans



Photo by: City of Ottawa



Section 12. Local Plans

Local plans establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of this Plan but may deviate from specific policies to fit local contexts. There are two types of statutory local plans:

- Secondary Plans
- Area-Specific Policies

Secondary plans establish local development policies to guide growth and development in defined areas of a city where major physical changes are expected and desired. Secondary plans are initiated and undertaken by the City in consultation with local residents, property owners, businesses, other levels of government and other interested parties. A secondary plan is a statutory policy document approved under the *Planning Act* and forms part of this Plan. Annexes 6 and 7 show the areas that are subject to secondary plans.

Area-specific policies are also statutory policy documents that form part of this Plan. They result from a proponent-initiated planning process similar to secondary plans but apply to a more specific site or area. They provide a further layer of local policy direction to guide more cohesive development over time. While specific policies may differ from this Plan, their overall intent should be consistent with this Plan. Annex 5 shows the areas that are subject to area-specific policies

WHAT WE WANT TO ACHIEVE

- 1) Establish direction for the creation of Secondary Plans and Area-Specific policies
- 2) Establish direction for the creation of Secondary Plans in Future Neighbourhoods
- 3) Establish direction for content of area-specific policies

12.1 Establish direction for the creation of Secondary Plans and Area-Specific Policies

- 1) A secondary plan and area-specific policies, when adopted by Council, becomes Council's policy for public and private development, in the planning area, and also amends Volume 2 of this Plan.
- 2) Secondary plans may only be initiated by the City, while area-specific policies and Community Design Plans may be initiated by a proponent.
- 3) The development of secondary plans or area-specific policies will include engagement with local residents, property owners, school boards, businesses and other interested parties in a collaborative and public process. The City will work with the property owners to resolve issues affecting the development of individual sites or larger parcels and will provide opportunities for local community members and other interested parties to participate in the planning process.
- 4) Where a secondary plan impacts multiple landowners, the City shall require a landowner's agreement. This agreement is established as a requirement in the Official Plan/Secondary Plan and shall be provided to the City to allow the City to require cost sharing as a condition of development as detailed in Subsection 11.6, Policy 10). The landowners agreement shall include how parks,

stormwater facilities and any other infrastructure or facilities will be located and cost shared, identification of natural heritage features and the natural heritage system, how development and density are to be distributed, as well as how the costs of studies and plans will be divided.

5) A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, is required to implement density and building heights that differ from those in the parent Official Plan.

6) In all designations, with the exception lands covered by the Future Neighbourhood Overlay, development may proceed in the absence of a secondary plan or area-specific policy, in a manner consistent with the policies of this Official Plan.

7) Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.

8) Secondary plans will be prepared in accordance with the structure outlined in Annex 4. This is a framework only and specific terms of reference will be developed for each plan. Among other matters, the terms of reference will define the boundary of the planning area, which will be adjusted to include large vacant or underutilized sites, publicly-owned lands and other land suitable for intensification. A schedule will be included to show the process and when the plan will be completed.

9) Where there is a conflict or inconsistency between the policies or maps of this Plan and a policy or map of a secondary plan or area-specific policy, the policy or map of the secondary plan or area-specific policy will prevail.

10) Up-to-date flood hazard limits and regulation limits, as identified in consultation with the appropriate conservation authority in land designation mapping for the subject area, shall be used in the development of the secondary plan or area-specific policy.

11) Clusters of cultural assets as may be identified by the City must be considered and protected in the development of Secondary Plans and Area Specific Plans.

12.2 Establish direction for the creation of secondary plans in Future Neighbourhoods

1) The creation of a new secondary plan or revision to an existing secondary plan, undertaken by the City in accordance with Subsection 12.1, Policy 2), is required prior to development of any lands with a Future Neighbourhood Overlay and all of the following are required in advance of the City initiating said secondary plan:

- a) A Community Design Plan, in accordance with Annex 4;
- b) A designation schedule and associated secondary plan policies;
- c) A transportation impact assessment submission that follows the Transportation Impact Assessment Guidelines and other related reference documents, that include an appropriate street network, connectivity for active transportation modes and any necessary right-of-way protection; and traffic calming measures;

- d) Master servicing study;
 - e) An environmental management plan or subwatershed study, including the identification of natural heritage features and the natural heritage system independent of the developable area;
 - f) Minimum distance separation assessment, in accordance with provincial regulations;
 - g) A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard;
 - h) A phasing plan; and
 - i) A financial implementation plan.
- 2) Natural heritage features and the natural heritage system shall be conveyed at no cost to the City.
- 3) Costs associated with required studies or plans as per Policy 1), shall be borne by the landowners.
- 4) The master servicing study and environmental management plan or subwatershed study, shall be prepared consistent with the Infrastructure Master Plan and the approved terms of reference for each study, as applicable.
- 5) The area under review for the purpose of creating a secondary plan within a Future Neighbourhood Overlay, may include adjacent urban lands that are not within the overlay where this will facilitate achieving the policies of the Official Plan, particularly with respect to creating 15-minute neighbourhoods. The adjacent lands within the urban area that are outside the overlay shall be taken into consideration when determining the appropriate location and mix of uses for a complete neighbourhood; for the determination of appropriate transportation, transit and servicing infrastructure; and, natural heritage linkages.

12.3 Establish direction for content of Area-Specific Policies

- 1) The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:
- a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;
 - b) The proposed type, scale and phasing of development of the site in its entirety is provided;
 - c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;
 - d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;
 - e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;
 - f) A housing approach that meets the intent of Subsection 4.2;
 - g) A landscape concept plan that demonstrates that the existing trees are retained and that incorporates the retention of existing trees into the development and new tree planting and meets the urban forest canopy cover policies in Subsection 4.8;
 - h) Identification of locations, sizes and shapes of future parks;

- i) Demonstration that there is no net loss of gross floor area for the non-residential land uses, which are otherwise supported by the applicable designation, which that existed on the site prior to development;
- j) Demonstration that, where a High-rise building is proposed, that the site is within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or funded rapid transit station, and of sufficient dimension to allow for a transition to abutting areas in built form massing;
- k) Where taller building height is proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of proposed land uses, with the surrounding existing or planned land uses;
- l) Demonstration that, where a mid-rise building is proposed, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station;
- m) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;
- n) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and
- o) Any other matters as deemed appropriate by the City.

2) In general, where the site is greater than 2 hectares or is in an area with intensification pressure with multiple land owners and a significant amount of anticipated change, development shall proceed by way of a City-initiated secondary plan in order to consider the surrounding land uses and major city-building plans for the redevelopment.

3) Area-specific policies shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake amendments to this Plan as needed to remove area specific policies which have otherwise been built out and have implementing zoning to allow the development to proceed.

Section 13.

Definitions

Photo by: City of Ottawa



Section 13. Definitions

The following definitions provide interpretation of Official Plan content and are to be used in understanding the intent of policies and preamble text. Definitions provided for in the *Provincial Policy Statement* and the *Planning Act* have not been duplicated in this Official Plan, therefore coordination with the *Provincial Policy Statement* and *Planning Act* are also required to provide intent to meaning of the Official Plan. Table 9 provides clarity on which terms used in this Plan follow the definitions of the *Provincial Policy Statement*.

Table 9

Terms Defined by the <i>Provincial Policy Statement</i> Used in the Official Plan			
Access standards	Active transportation	Adjacent lands	Adverse effects
Agricultural condition	Agricultural system	Agricultural uses	Agricultural-related uses
Airports	Archaeological resources	Areas of natural and scientific interest (ANSI)	Brownfield sites
Built heritage resource	Comprehensive review	Conserved	Cultural heritage landscapes
Designated vulnerable area	Ecological function	Employment area	Endangered species
Erosion hazard	Essential emergency service	Fish	Fish habitat
Flood fringe	Flood plain	Flooding hazard	Floodproofing standard
Floodway	Ground water feature	Habitat of endangered species and threatened species	Hazardous forest types for wildland fire
Hazardous substances	Heritage attributes	Housing options	Hydrologic function
Impacts of changing climate	Individual on-site sewage services	Individual on-site water services	Infrastructure
Intensification	Legal or technical reasons	Major facilities	Mine hazard
Minerals	Mineral aggregate operation	Mineral aggregate resources	Minimum distance separation formulae
Municipal sewage services	Natural heritage features and areas	Natural heritage system	Negative impacts
Normal farm practices	On-farm diversified uses	One hundred year flood	Partial services
Portable asphalt plant	Portable concrete plant	Prime agricultural area	Prime agricultural land
Protection works standards	Quality and quantity of water	Recreation	Redevelopment
Renewable energy source	River, stream and small inland lake systems	Rural areas	Rural lands
Sensitive	Sensitive land uses	Settlement areas	Significant cultural heritage
Significant Wetlands	Site alteration	Threatened species	Transit-supportive
Transportation demand management	Transportation system	Two zone concept	Valleylands
Vulnerable	Watershed	Wayside pits and	Wetlands

Wildland fire assessment and mitigation standards	Wildlife habitat	Woodlands	
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15-minute neighbourhoods:

Compact, well-connected places with a clustering of a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk; this includes a range of housing types, shops, services, local access to food, schools and child care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free. Further context is found in Subsection 2.2.4, Policy 1).

2SLGBTQIA+:

The 2SLGBTQIA+ acronym in English stands for Two-spirited, Lesbian, Gay, Bisexual, Transgender, Queer, Questioning, Intersex and Asexual + (the plus is to include anyone who may not otherwise identify with the identities previously outlined). A person's sexual orientation relates to the gender(s) to which they are attracted, whereas gender identity is an internal and deeply felt sense of being a man or woman, both or neither. Gender identity may or may not align with the gender typically associated with one's assigned sex.

A

Access street:

A public or private street with a close relationship to its surrounding land uses that exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation

Active frontage:

Building frontages that animate the public spaces they face through:

- pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage;
- doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling;
- architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and
- the provision of a separate municipal address for each active entrance.

Affordable housing:

Includes market-affordable housing and core-affordable housing, as follows:

Market-affordable housing means, unless otherwise specified:

- A dwelling unit for which a household at or below the 60th percentile of household income pays 30 per cent or less of its gross income towards shelter costs; or
- In the case of shared accommodation, a rooming unit for which an individual at or below the median personal income pays 30 per cent or less of income in shelter costs; and
- Includes any housing meeting the definition of affordable housing in the *Provincial Policy Statement*.

Core-affordable housing means:



- a) A dwelling unit for which a household generally at the 30th percentile of household income pays 30 per cent or less of its gross income towards shelter costs for a residential unit with two or fewer bedrooms, and 40 per cent or less of its gross income for three bedrooms or more; or
- b) In the case of shared accommodation, a rooming unit for which an individual at the 20th percentile of household income pays 30 per cent or less in shelter costs

Agent of Change:

The Agent of Change principle is designed to safeguard existing music venues and mitigate the chances of noise complaints, particularly where local growth brings them into close proximity to new residential developments. Although the Agent of Change is often regarded as favouring venues over new developments, it places the burden of sound mitigation on the entity moving into the area. This means that new developments being planned next to existing music venues are responsible for implementing sound mitigation measures for the benefit of their residents, while on the other side, new music venues would bear responsibility for taking steps to prevent sound bleed.

Apartment:

A dwelling unit in a building other than a ground-oriented residential use building.

Arterial road

A roadway that serves through travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands.

C

Capacity and flow street:

A public street that plays a structural role in the overall street grid by virtue of its distance and its ability to link several areas of the City, and where the movement of people is an important part of its function.

Capital greenspaces:

Capital greenspaces are publicly accessible federal parklands and green linear corridors that are integral to the scenic and ceremonial character of the National Capital Region. They are owned and managed by federal agencies such as the National Capital Commission and can be accessed year-round. They provide attractive greenspaces for use by local residents, tourists and other visitors and may be suitable for a variety of gatherings and events at a neighbourhood, regional, national or international level.

City freeway

A limited access roadway where high-speed vehicular traffic travels cross-city.

Climate mitigation:

Interventions to reduce the human impact on climate change through strategies to reduce greenhouse gas sources and emissions.

Climate resilience:

The capacity of a community, business or natural environment to prevent, withstand, respond to and recover from changing climate conditions and extreme weather events.

Community energy plan:

A plan that identifies pathways and sets objectives and targets on energy and greenhouse gas emissions in support of sustainable and resilient design at the new community scale of development. This may include building energy use and source, wastewater, solid waste and transportation design solutions.

Community infrastructure:

Buildings and spaces that provide services, activities and opportunities that are generally provided by public or non-profit organizations, and include but are not limited to libraries, recreation facilities, schools and parks and greenspace.

Complete street:

A street whose cross-section design ensures the needs of all stakeholders – pedestrians, cyclists, transit riders and motor vehicle users – are addressed in a way that upholds the safety of the most vulnerable users above all other considerations, and of which the construction, maintenance and operation also uphold the needs of all intended users at the prescribed Level of Service.

Conservation areas:

Identifies provincial parks, conservation authority properties, and other lands which are identified or protected through separate legislation, regulation, or convention for conservation, sport, recreation, leisure and cultural facilities, but does not include the National Capital Greenbelt lands or Capital greenspaces.

Core natural areas:

Lands in a predominantly natural condition, which the City intends to maintain in that state in the long term. They include lands designated as Significant Wetland, Natural Environment Area, Urban Natural Feature, other natural heritage features such as significant woodlands, and supporting lands in other designations.

Cultural asset:

A place, event, element or building that has value because of its contribution to a community's creativity, knowledge, traditions, culture, meaning, and vitality. It may include places that people visit to express their cultural identity and/or the resources used to pursue a creative practice. It may consist of tangible assets such as cultural facilities, specific buildings, or physical works of art; intangible and temporal elements such as annual events, shared cultural stories, or cultural landmarks and icons that no longer exist, or a combination of these.

D

Design Priority Areas:

Locations within the City that are of high importance and are intended to support the image of Ottawa as a Capital and major city and contribute to a positive experience for residents and visitors.

Development:

The construction of an addition to buildings, changes of or intensification in use, the addition of units on existing lands, and the creation of new lots. Development also includes redevelopment, and for the purposes of this Official Plan is meant to indicate where a planning application under the *Planning Act* is required.

Distinctive tree:

A privately-owned tree protected by the Tree Protection By-law (or any successor by-law), and defined in that by-law.

Distribution centres:

Facilities that intercept and temporarily store goods transported long distances by air, rail or truck and transfer them to smaller, more energy-efficient vehicles for distribution within the city.

E

Ecosystem services (ES):

Are the result of environmental processes, sometimes with human interventions. ES provide benefits that humans depend on to support life (e.g. because ecosystems produce air, water, and food), security (e.g. by mitigating extreme weather events), and well-being (e.g. by supporting mental and physical health, cultural identity, spirituality, recreation). Four commonly used categories of ES are: Provisioning ES – resulting in material goods; Regulating ES – supporting habitable conditions; Cultural ES – contributing to non-material benefits; Supporting/habitat ES – fundamental ecosystem and biological processes underpinning all ES.

F

Flood vulnerable areas (FVAs):

Those areas and/or buildings that are vulnerable to riverine flooding within the regulatory area. Also referred to as Flood Vulnerable Clusters (FVCs), they are sub-areas within the regulatory flood plain that contain multiple existing structures and/or roads for which a single, comprehensive flood remediation approach may be viable.

Frequent street transit:

Street transit routes identified by OC Transpo that are provided at the next highest frequency after rapid transit, operate seven days a week and play a structural function in the overall transit system.

G

Green transportation/utility corridors:

Surface, underground and/or aerial corridors on or along land that are reserved for public transit, rail, roads, major sanitary collectors, Low Impact Development stormwater features and overland flow, Hydro One and Hydro Ottawa service, watermains, laneways and pathways. These can serve a permanent or interim greenspace function and can help achieve the City's network of pedestrian and cycling connections. They provide opportunities for linkages featuring pathways, vegetated areas and connections to City parks and other points of interest. New corridors are purchased, used by agreement, expropriated or conveyed to the City as part of the development review process. They do not comprise part of parkland dedication.

Ground-oriented:

With respect to housing, means housing forms and typologies where each principal unit has its own entrance on the ground floor of a building. Ground-oriented housing may include, but is not limited to: detached, semi-detached, linked-detached and townhouse dwellings including stacked townhouses and new forms not developed yet.

Groundwater features:

As defined by the *Provincial Policy Statement* and termed “ground water features”.

H

Headwater drainage features:

Non-permanently flowing drainage features that may not have defined bed or banks, first-order and zero-order intermittent and ephemeral channels, swales and connected headwater wetlands, not including rills or furrows.

Health:

A state of complete physical, mental, and social well-being, and not merely the absence of disease or infirmity, as defined by the World Health Organization.

Height categories:

The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

Built Form	Height Maximum
Low-rise	up to and including four full storeys
Mid-rise	between five and nine full storeys
High-rise	between 10 and 40 full storeys
High-rise 41+	41 full storeys or taller

High-performance Development Standards:

Sets performance targets for new construction to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment. Some of these targets can be directly achieved by incorporating sustainable and resilient design features into the plans and drawings submitted as part of the site plan approval process.

Human scale:

Describes the proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of the size, height, bulk, and massing of buildings or other features of the built environment.

L

Licensed child care centres:

Licensed child care centres provide care for children 0 to 12 years old including full time, part-time and extended hours. Child care centres operate in a variety of locations including stand-alone buildings, community centres, schools, work places, and places of worship. The Ministry of Education licenses these programs and conducts inspections to ensure they meet specific provincial health, safety and developmental standards.

Local plan:

Secondary plans and area-specific policies that provide more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of this Plan but may deviate from specific policies to fit local contexts.

Low Impact development (LID):

A stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff through distributed, small scale structural practices that mimic natural or predevelopment hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. These practices can effectively remove nutrients, pathogens and metals from runoff, and they reduce the volume and intensity of stormwater flows.

M

Master plans:

Long range plans which integrate their respective aspects to the direction provided in the Official Plan.

Missing middle housing:

In Ottawa's context and for the purposes of this Plan, missing middle housing generally refers to low-rise, multiple unit infill residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

Mitigation hierarchy:

The preferred sequence of steps for the protection of environmental features, areas, and ecological processes from the impacts of projects and activities. The preferred order of protection is avoidance, minimization, restoration, compensation.

Municipal nature reserve:

Are specific areas, ecosystems or habitats identified by the City whose sensitivity to human disturbance require uncommon or strict restrictions on uses or activities, beyond the protection normally accorded to Natural Environment Areas and other environmentally designated lands.

N

National Symbols:

The National Symbols are located within the Parliamentary and Judicial Precincts and include the Centre Block and Peace Tower; the Library of Parliament; the West and East Blocks, and the Supreme Court building. This Plan aims to protect the pre-eminence of these symbols as part of the cultural landscape of Ottawa.

Natural linkage areas:

Consist of lands in a predominantly natural, semi-natural, or rural condition, which the City intends to maintain in that state in the long term. They provide or have the potential to provide ecological or pathway connections between core natural areas or between core natural areas and the broader regional natural landscape. They include natural heritage features, rural and agricultural lands, and supporting lands in other designations.

Natural watercourses:

Naturally occurring drainage channels and includes rivers, streams and creeks.

Net residential density:

The total number of residential dwellings, including accessory dwellings, divided by the subject land area that will be proposed under private ownership, excluding private roads.

New mobility:

The technologies and business models that enable Automated, Electric, Connected, and Shared transportation.

No net loss:

Means, with respect to wetlands and forest, no loss in total area or ecosystem services as assessed in a landscape context over appropriate spatial and time scales.

Non-profit housing providers:

For the purposes of inclusionary zoning regulations, means:

- a corporation to which the *Not-for-Profit Corporations Act*, 2010 applies that is in good standing under that Act and whose primary object is to provide housing,
- a corporation without share capital to which the *Canada Business Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing,
- a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*, or
- an organization that is a registered charity within the meaning of the *Income Tax Act* (Canada) or a non-profit organization exempt from tax under paragraph 149 (1) (l) of that Act, and whose land is owned by the organization, all or part of which is to be used as affordable housing.

O

Ottawa Neighbourhood Equity Index:

The Ottawa Neighbourhood Equity Index is a tool to help residents, planners, key stakeholders and decision-makers identify disparities between neighbourhoods and tackle them in a systematic and organized way. For the purpose of the planning process, the tool provides a composite equity index score and geographically defines vulnerable areas as having 'strong equity concerns', where community-oriented projects and physical improvements can be identified.

P

Park:

A City-owned property that includes land to be acquired through the development review process under the provisions set out in the Parkland Dedication By-law, expropriated or purchased by the City for park or recreation purposes. Parks may include community buildings soft and hard surfaces and active recreational facilities such as play structures, water play and sports fields.

Passive open spaces:

Passive open spaces are greenspaces or linear corridors that may include lands owned by levels of government or public agencies other than the City of Ottawa or its agencies. These lands may be intended for other principal uses and maintained for passive recreation and leisure where agreements are in place with the landowners to permit public access. They play a supportive role in the open space and leisure system where public access may be facilitated predominantly by active transportation

Pedestrian priority measures:

Include, but are not limited to, street planning and design, traffic calming measures, street trees, allocation of space in a public right of way, signal delay measures, winter maintenance standards, and City investments in pedestrian infrastructure, as informed by the Active Transportation Plan.

Placemaking:

A process that seeks to strengthen the connection people have to their communities through ensuring the public realm, public spaces and communal amenity areas benefit everyone by promoting people's health, happiness and well-being. It involves integrating the physical, cultural and social identities that define a place. Placemaking is about creating places people care about and want to be in.

Privately-owned public spaces:

A specific type of publicly accessible space (surface easement taken, publicly accessible in perpetuity, designed to be welcoming) that is negotiated as part of the development review process but remain privately owned and maintained.

Protected Major Transit Station Areas (PMTSA):

A discretionary tool for municipalities for the establishment of transit-supportive densities and uses in a defined area that surrounds rapid transit stations, and to which inclusionary zoning may be applied.

Public realm:

Refers to all of those private- and publicly-owned spaces and places which are freely available to the public to see and use.

R

Rapid transit:

The O-Train and Transitway network, including stations and any bus rapid transit line that is not fully grade separated.

Residential unit:

A dwelling unit that:

- a) Consists of a self-contained set of rooms located in a building or structure;
- b) Is used or intended for use as residential premises; and
- c) Contains kitchen and bathroom facilities that are intended for the use of the unit only.

S

Safe Systems Approach:

The principles of the Safe Systems Approach (SSA) are foundational to the Road Safety Action Plan. It ensures that human life and health are paramount and prioritize mobility and other road traffic objectives. Opportunities for human errors are minimized, and that harm is negligible when errors occur. It also established a shared responsibility of the road traffic system and that providers and regulators must do their utmost to guarantee all citizens' safety.

Social Determinants of Health:

The health of populations is influenced by a range of social and economic factors. They include income, social support networks, education, race and ethnicity, employment and working conditions, social environments, physical environments, food access, housing, gender, and culture, among others.

Stable top of slope:

The physical top of slope where the existing slope is stable and not impacted by toe erosion as determined by a qualified professional.

Street transit:

Public transit, typically bus, service that operates mostly on city streets.

Subwatershed:

An area of land draining to a tributary of a larger river. It is part of the watershed of the larger river.

Sustainable and resilient design:

Principles in site and building design to protect against the depletion of critical resources like energy, water, land, and raw materials, reduce greenhouse gas emissions, prevent environmental degradation throughout its life cycle, and create built environments that are liveable and comfortable while being safe and resilient to the impacts of a changing climate.

Sustainable modes of transportation:

Includes walking, cycling, transit and carpool, as well as the use of micro-mobility devices and mobility aids for people with disabilities.

Surface water features:

Water-related features on the earth's surface, including headwater drainage features, rivers, stream channels, drains, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics, including fish habitat.

T

Top of bank:

The maximum point to which water can rise within the channel before spilling across the adjacent land, also referred to as bank full flow. In places where the channel is confined by a valley on one or both sides, the top of bank can be inferred through upstream or downstream areas where the channel is well defined or through changes in vegetation, colour and/or surface markings.

Transit priority measures:

Strategies to increase transit operating speeds and transit travel time reliability in mixed traffic relative to car travel, such as traffic signal priority or queue jumps.

Transit priority network:

Corridors where frequent street transit is provided and are equipped with a set of coordinated transit priority measures that give transit vehicles preferential treatment over other vehicles.

Transition:

Refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of low-rise development. Building height and massing transitions can be accomplished through a variety of means, including: incremental changes in building height (e.g., angular planes or stepping building profile up or down); massing (e.g., inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); and building setbacks and stepbacks.

Transportation demand management:

A range of strategies that support individuals to reduce the number of trips they make, to travel more often by non-driving alternatives, to travel outside peak periods and to reduce the length of their trips.

Transportation terminal:

In the Ottawa context, refers to ground transportation (bus or train) stations that act as a hub for inter-city passenger transportation.

Tree:

Any species of woody perennial plant, including its root system, which has reached or can reach a minimum height of four hundred and fifty centimetres at physiological maturity.

U

Urban forest canopy cover:

A measure of the layer of tree leaves, branches, and stems that provide tree coverage of the ground when viewed from above. It is typically expressed as a percentage of total land area covered.

Urban heat island effect:

Describes built-up urban areas that are hotter than nearby rural areas or greenspace because buildings and paved surfaces amplify and trap heat. The average air temperature of a city with 1 million people or more can be 1 to 3°C warmer than its surroundings. In the evening, the difference can be as high as 12°C. Heat islands can exacerbate the impact of an extreme heat event, putting additional stress on the health of vulnerable people.

Urban Natural Features:

Features such as woodlands, wetlands and vegetated ravines throughout the urban area, protected and managed primarily for their environmental values. These features may occur on City, federal, provincial and privately-owned lands.

V

Vehicular Friction:

Elements in the right of way or on abutting properties that are likely to slow motor vehicle speed, such as on-street parking, traffic calming, street trees, presence of other modes of transportation, or proximity of building facades.

DRAFT 2021