

## Volume 2C – Area-Specific Policies

Areas on Annex 5	Policy #	Policy
1		Hunt Club
	1.1	Lands within 60 metres of the railway shall be used for non-residential purposes, unless an appropriate study is carried out, which determines that the impact of the rail line on residential development is within acceptable limits.
2		Kanata West
	2.1	Landowners within the Kanata West policy area, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Kanata West, and the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata West, requiring notification from the Trustee of the Kanata West Owners Group Inc. that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.
	2.2	A district park with a minimum size of 11.1 gross hectares, shall be located within 195 Huntmar Drive. Where the district park is co-located with the Ottawa Carleton District School Board Secondary School site, the minimum park size may be reduced to 5.9 gross hectares.

	<p style="text-align: center;"><b>2.3</b></p>	<p>Lands in the vicinity of the Carp River between Hazeldean Road and a point north of Campeau Drive are shown on Schedule 2.A - Carp River Restoration Policy Area, Volume 2C - Official Plan.</p> <p>The extent of the flood plain lands to which the Carp River Restoration Policy Area applies will be determined by consulting the implementing Zoning By-law and Conservation Authority flood plain maps. The purpose of the Restoration Policy Area designation is to recognize that proposed channel modifications and restoration works will occur and allow for development of part of this area following implementation.</p> <p>However, a number of conditions must be met before development is allowed to proceed:</p> <p>Conditions</p> <ul style="list-style-type: none"> <li>a) The Ministry of Environment, Conservation and Parks will have approved the Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Assessment (EA); and</li> <li>b) The Kanata West Landowners Group, or the City, will have commenced the physical construction of Phase I of the Carp River restoration works; and</li> <li>c) Mississippi Valley Conservation Authority will have issued a permit under Section 28 of the <i>Conservation Authorities Act</i> for the placement and removal of fill in accordance with the Carp River Restoration Plan and the EA; and</li> <li>d) Filling of the property and an as-built survey will have been completed to demonstrate that the area is entirely removed from the flood plain; and</li> <li>e) At all times, the flood storage capacity of the corridor will be maintained at or above existing conditions.</li> </ul>
	<p style="text-align: center;"><b>2.4</b></p>	<p>Once all five conditions have been met, the Zoning By-law may be amended (holding provision lifted) on the basis of the underlying designation on these lands. An Official Plan Amendment will not be required to revert to the underlying designation, provided the conditions listed in Policy 2.3 have been met.</p>
	<p style="text-align: center;"><b>2.5</b></p>	<p>Building heights of 15 storeys and 6 storeys shall be permitted on the lands situated generally north of the Highway 417</p>

		corridor, east of Huntmar Road and west of the Carp River as shown on Schedule 2.B - Maximum Building Heights, Volume 2C - Official Plan.
	<b>2.6</b>	A minimum of 21.9 gross hectares of developable lands will be provided for employment uses. The lands will be located southwest of Highway 417 and the Palladium Drive interchange, east of Feedmill Creek and within the Mixed Industrial designation on Schedule B5 - Suburban (West) Transect, Volume 1 - Official Plan. For the purposes of this policy, lands containing a park or stormwater management ponds shall not be considered as developable lands for employment uses.
<b>3</b>	<b>Fernbank Community</b>	
	<b>3.1</b>	<p>Landowners within the boundary of the Fernbank Community Design Plan, approved by Council, shall:</p> <ul style="list-style-type: none"> <li>a) Enter into a private agreement, as may be amended from time to time, to share or front end, if required, the costs of community facilities and works and associated studies and plans which are required for the development of the Fernbank Community. Such costs may include, but are not limited to: <ul style="list-style-type: none"> <li>i) The costs of community use lands such as parkland, as well as the costs for preparation and improvement of parkland for dedication; and</li> <li>ii) Local infrastructure, roads and works adjacent to community use lands; and</li> <li>iii) Other local infrastructure which is demonstrated to benefit more than one individual development.</li> </ul> <p>These costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the community facilities and works and associated studies and plans, as well as the proportionate share of the costs for each landowner.</p> <p>The Master Parkland Agreement governs the terms of the orderly conveyance of Parkland within the Fernbank Community. All current and new landowners must abide by this registered agreement; and</p> </li> <li>b) The City shall include, a condition of approval for all plans of subdivision and condominium, site plan and severance applications within the Fernbank Community, requiring</li> </ul>

		notification from the Trustee of the Fernbank Owners Group Inc. that the owner is party to the agreement and has paid its share of any costs pursuant to the agreements.
	<b>3.2</b>	<p>On 5000 Robert Grant Avenue, the following building heights shall be permitted:</p> <ul style="list-style-type: none"> <li>a) 11.0 metres in any area up to and including 20 metres from the eastern lot line;</li> <li>b) 20.0 metres in any area over 20 metres and up to and including 30 metres abutting the eastern lot line;</li> <li>c) 30 metres, but in no case greater than nine storeys, more than 30 metres abutting the eastern lot line; and</li> <li>d) 30 metres, but in no case greater than nine storeys, in all other cases</li> </ul>
<b>4</b>	<b>Barrhaven South</b>	
	<b>4.1</b>	Landowners within the boundary of the Barrhaven South Community Design Plan, approved by Council, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Barrhaven South, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include, a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in Barrhaven South, requiring notification from the Trustee of the Barrhaven Landowners Inc. that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.
<b>5</b>	<b>Barrhaven - Portion of Highway 416 Mixed Industrial and Industrial and Logistics Land</b>	
	<b>5.1</b>	Landowners of a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, bounded by Strandherd Drive to the north and east, Highway 416 to the west, and the Canadian National Railway corridor to the south shall enter into private agreements to share the costs of the major

		<p>infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of the said lands, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in these lands, requiring proof that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.</p>
	<b>5.2</b>	<p>The maximum height for a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, shall be as per Schedule 5.A - Maximum Building Heights, Volume 2C - Official Plan.</p>
	<b>5.3</b>	<p>Notwithstanding the policies of the Official Plan regarding permitted uses in the Mixed Industrial designation, within a portion of the Highway 416 lands designated Mixed Industrial, as shown on Schedule B6 – Suburban (South) Transect, Volume 1, Official Plan, bounded by Strandherd Drive to the north and east, Highway 416 to the west, and the Canadian National Railway corridor to the south, hotel will be a permitted use.</p>
<b>6</b>	<b>Kanata North</b>	
	<b>6.1</b>	<p>Council has approved the Kanata North Community Design Plan (CDP) to guide future development. Development is therefore to occur in keeping with the CDP and policies within the Official Plan, subject to the following:</p> <ul style="list-style-type: none"> <li>a) Residential development is to be not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments; and</li> <li>b) The overall residential development will meet the minimum average density target of 36 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right of way and all non-residential uses.</li> </ul>

	6.2	<p>Landowners within the boundary of the Kanata North Community Design Plan, approved by Council, shall enter into private agreement(s) to share the costs of the major infrastructure projects and associated studies and plans required for the development of the Kanata North Urban Expansion Area (UEA). In addition, the landowners shall enter into private agreement(s) to share the dedication and costs of development of parkland.</p> <p>Such agreement(s) are initiated by the landowners within the defined Kanata North UEA and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval of site plan control. The City shall include, as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata North UEA, requiring notification from the Trustee of the Kanata North Landowners Group that the owner is party to the agreement(s) and has paid its share of any costs pursuant to the agreement(s).</p>
7	1883 Bradley Side Road	
	7.1	<p>Notwithstanding the parent Official Plan policies regarding permitted uses and new lot creation in the Agriculture Resource Area, a residential care facility will be permitted at 1883 Bradley Side Road provided it is generally located in the area of the property at the northeast corner of Bradley Side Road and Oak Creek Road, and the severance of a 10-hectare lot at 1883 Bradley Side Road along the corner of Oak Creek Road and Bradley Side Road for this use will also be permitted.</p>
8	Carp Road Corridor	
		<p>The following policies are applicable to lands designated on Schedule 8.A - Designation Plan, Volume 2C - Official Plan.</p>
		<p><b>General</b></p>
	8.1	<p>Until such time as the lands are developed for the intended use as prescribed by the Official Plan, the use of these lands which</p>

		were legally established at the time of adoption of the Official Plan, shall be restricted to those uses only. A limited range of agricultural uses are also permitted.
		<b>Land Designations</b>
	<b>8.2</b>	On lands designated as Light Industrial Area, permitted uses include light manufacturing operations, warehouse, distribution, storage, recycling, assembly, service and repair, research and development, transportation depots, showrooms, public services, and institutional uses. Commercial uses are prohibited.
	<b>8.3</b>	On lands designated as Heavy Industrial Area, permitted uses include manufacturing from primary materials such as quarries, abattoirs, salvage yards, sawmills, and waste processing facility. Light industrial uses are also permitted.  Commercial uses are prohibited.
	<b>8.4</b>	On lands designated as Corridor Commercial Area, permitted uses include light industrial uses; automotive, recreational and heavy vehicle sales and service. Convenience commercial uses are not permitted.
	<b>8.5</b>	On lands designated as Convenience Commercial Area, permitted uses include retail stores, restaurants, personal services, banks, professional offices and gas bars. These uses shall be limited in size as determined by the Zoning By-law.
	<b>8.6</b>	On lands designated as Carp Airport Area, notwithstanding the designation on Schedule B9 and Policy 9.2.3, in Volume 1, the following policies apply:  a) Permitted uses include airport and related facilities; light industrial uses; convenience commercial uses, restaurants, hotel, instructional facilities, institutional uses, professional offices and a dwelling unit limited to occupancy by a caretaker, security guard, or person providing similar on-site service;  b) Except for a dwelling unit per (a) above, an airport accessory residential community as defined in Carp Airport Municipal Facility and Development Agreement instrument OC2380639, revised June 9, 2021 and as may be amended from time to time is permitted where the lands are zoned for this use at the time of adoption of this Official Plan; and  c) On the remainder of the lands described as Part 1 4R-20588, residential uses as part of an airport accessory residential

		<p>community may be considered subject to the following:</p> <ul style="list-style-type: none"> <li>i) Adequate servicing is available for the development proposed and may not adversely impact servicing of nearby lands including the Village of Carp;</li> <li>ii) That further residential development does not hinder the intensification or expansion of the Village of Carp;</li> <li>iii) That the proposed residential development does not conflict with the function or operations of the Carp Road Corridor including the ability for industrial and commercial uses to expand;</li> <li>iv) That the proposed residential development does not hinder or conflict with ongoing and long-term operation of the Carp Airport; and</li> <li>v) A Local Plan or an amendment to this Area-Specific Policy will be required to provide detailed policies which will guide any future residential development of the subject lands.</li> </ul> <p>d) On lands municipally known as 200 Russ Bradley Road and legally known as Blocks 10 and 12 on 4M-1511, a cannabis production facility is permitted.</p> <p>f) Non-residential severances will be considered in accordance with Item 7.11 of the Municipal Capital Facility and Development Agreement (June 9, 2021) and the policies of this Plan.</p>
		<p><b>Servicing</b></p>
	<p><b>8.7</b></p>	<p>Where development is proposed within the public service area, where there is a municipal water supply, the following policies apply:</p> <ul style="list-style-type: none"> <li>a) Connections to the municipal water supply will only be permitted for lots in existence the day of adoption of the Official Plan; and</li> <li>b) The water supply may only be used for human consumption and may not be used for commercial or industrial processes; and</li> <li>c) Future water availability may be conditional on acceptable wastewater treatment; and</li> <li>d) All water services to the building must be metered.</li> </ul>



9	PIN 04595-2219, Former Portion of 4005 Strandherd Drive	
	9.1	<p>A portion of lands formerly addressed as 4005 Strandherd Drive, PIN 04595-2219 will:</p> <ul style="list-style-type: none"> <li>a) Be permitted to have a neighbourhood park surrounded by public streets on three of the four sides; and</li> <li>b) Permit fast food and drive-through type uses. Drive-through facilities shall only be permitted if ancillary to a fast-food restaurant or a full-service restaurant; and</li> <li>c) Not restrict retail uses to a maximum of 550 square metres in the implementing by-laws.</li> </ul>
10	Bayshore Shopping Centre and Accora Village Community	
	10.1	<p>The existing Transitway station and upcoming extension of the O-Train to the Bayshore Shopping Centre and Accora Village Community create a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the objectives of the Official Plan. The area located generally within 800 metres walking distance of this station (the precise boundary of which to be determined upon study commencement) is identified as a special study area where a secondary planning process will be undertaken, by either the landowner or the City to determine the future land use, height, density, connectivity, and the overall character of the community and which may be implemented through a secondary plan and amendments to the applicable Zoning By-law. In the interim high-rise buildings up to 12 storeys in height will continue to be permitted in those areas where zoning currently permits high-rise buildings.</p>
	10.2	<p>Policy 10.1, Volume 2C, does not apply in the case of the properties identified as PIN 04701-0101, PIN 04701-0126 and PIN 04701-0127, located on the south side of Woodridge Crescent and adjacent to the Bayshore Rapid Transit Station, and the following policies shall apply:</p> <ul style="list-style-type: none"> <li>a) New taller buildings need not have frontage on an Arterial Road, as identified on Schedule C4 - Urban Road Network, Volume 1 - Official Plan; and</li> <li>b) Taller buildings of up to a maximum of 30 storeys in height are permitted; and</li> <li>c) New development shall provide convenient and safe</li> </ul>

		connections to the Rapid Transit station including the provision of a Multi-Use Pathway.
<b>11</b>	<b>Lands West of Conroy Road and North of Johnston Road</b>	
	<b>11.1</b>	Residential uses shall be on a district energy system, for lands having an area of approximately 19.4 hectares, located west of Conroy Road and north of Johnston Road.
<b>12</b>	<b>Jock River Conservation Area In and Around 3305 Borrisokane Road</b>	
	<b>12.1</b>	<p>Jock River Conservation Area, in and around 3305 Borrisokane Road, serves as a naturalized area which is prohibited from urban development and is to help protect the Jock River and its flood plain.</p> <p>a) Uses permitted shall include:</p> <ul style="list-style-type: none"> <li>i) Agriculture; and/or</li> <li>ii) Nature conservancy uses; and/or</li> <li>iii) Passive open space; and/or</li> <li>iv) Recreation uses.</li> </ul> <p>b) No buildings and structures shall be permitted and the policies of Section 4.9 - Water Resources and Section 10 - Protection of Health and Safety, Volume 1 - Official Plan shall apply.</p> <p>c) The boundary of these conservation lands is deemed to be the regulatory flood plain for the Jock River together with any additional land required by the City or the Conservation Authority for flood mitigation or stormwater control facilities. Changes to the regulatory flood plain do not require an amendment to the Official Plan.</p>
<b>13</b>	<b>443, 445, and 447 McArthur Avenue</b>	
	<b>13.1</b>	On 443, 445, and 447 McArthur Avenue, a limited automobile service station is permitted.
<b>14</b>	<b>East of 7650, West of 7590 and Including 7732 Snake Island Road</b>	
	<b>14.1</b>	<p>Notwithstanding the parent Official Plan policies regarding permitted uses and new lot creation in the Agriculture Resource Area:</p> <p>a) A residential care facility will be permitted at 7732 Snake Island Road provided it is located immediately south of the existing</p>

		<p>Osgoode Residential Care facility, and the severance of a 7.5-hectare lot at 7732 Snake Island for this use will also be permitted' and</p> <p>b) A lot east of 7650 Snake Island Road with a lot area of approximately 10 hectares and a lot west of 7590 Snake Island Road with an approximate lot area of 23.5 hectares will be permitted to be created through a consent to sever.</p>
<b>15</b>	<b>PIN 04699-0100 and Bellwood Estates</b>	
	<b>15.1</b>	No residential development shall occur on lands identified by PIN 04699-0100; and, the community commonly known as Bellwood Estates identified by PINs 04699-0023 and 04699-0025, prior to the preparation of an Area-specific Policy in conformity with Policy 3, Section 12 - Local Plans, Volume 1 - Official Plan.
<b>16</b>	<b>4980 Albion Road, 2201 Rideau Road, PIN 04328-0161 and Segment of the Doug Thompson Pathway</b>	
	<b>16.1</b>	Notwithstanding policies requiring that Large-scale Institutions and Facilities locate in the urban area, in order to facilitate the development of 4980 Albion Road, 2201 Rideau Road, PIN 04328-0161 and segment of the Doug Thompson Pathway which is zoned RC4[529r] H(15), exhibition and fairgrounds are permitted.
<b>17</b>	<b>Hard Rock Casino Ottawa and Rideau Carleton Raceway</b>	
	<b>17.1</b>	Notwithstanding policies requiring Large-scale Institutions and Facilities to locate in the urban area, the Hard Rock Casino Ottawa and Rideau Carleton Raceway facility is permitted on lands identified by PINs 04328-0497, 04328-4186, 04328-4187, and 04328-0501, which may also include an exhibition grounds, horse racing and gaming premises, as defined in the <i>Gaming Control Act</i> , and may also permit ancillary uses, including those related uses legally established as of the date of this plan.
<b>18</b>	<b>1121 Stagecoach Road</b>	
	<b>18.1</b>	Despite the provisions in the Official Plan, on lands municipally known as 1121 Stagecoach Road and described as Part Lot 2, Concession 4, Osgoode (PIN 04319-0593), a mobile home park shall be permitted, provided that Council shall not pass a zoning

		<p>by-law permitting this use until Council has considered, but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) The satisfactory provision of communal sewage and water systems; and</li> <li>b) A satisfactory traffic impact study; and</li> <li>c) The limits of the development within the subject lot.</li> </ul>
<b>19</b>	<b>Cedarhill Estates</b>	
	<b>19.1</b>	<p>The properties abutting the urban boundary, previously known as 800 and 848 Cedarview Road and 4497 O’Keefe Court (legally defined as Part of Lots 22, 23, 24 and 25, Concession 4, Rideau Front, former City of Nepean; and Part of Lot 21, Concession 4 Rideau Front, former City of Nepean, being Part 14 on Registered Plan 5R-13897), abutting the urban boundary, are permitted to connect to the municipal water service. The properties previously known as 800 and 848 Cedarview Road may develop as a residential subdivision and may include a golf course. The development may permit 40 or more lots with minimum lot areas of one acre, subject to review of required plans and studies in support of the proposed development. The property at 4497 O’Keefe Court may develop for light industrial use.</p>
<b>20</b>	<b>PIN 04551-0209 on Linda Loop and PIN 04551-0210 on Bonnie Lane</b>	
	<b>20.1</b>	<p>The lands identified by PINs 04551-0209 on Linda Loop and 04551-0210 on Bonnie Lane, may be severed, subject to meeting the following conditions:</p> <ul style="list-style-type: none"> <li>a) The minimum lot size for the severed and retained parcels is 0.8 ha; and</li> <li>b) The applicant demonstrates that both the severed and retained lots can be serviced.</li> </ul>
<b>21</b>	<b>Vars Business Park</b>	
	<b>21.1</b>	<p>In addition to uses permitted in the Zoning By-law as of the date of adoption of this Plan, on lands surrounding the interchange of Highway 417 and Rockdale Road, the following additional uses may be permitted by amendment to the Zoning By-law: light industrial uses, commercial uses, manufacturing and processing, warehousing and distribution, and contractor material storage and services.</p>

	<b>21.2</b>	Any type of retail store and retail food store are permitted, the size of which will be limited.
	<b>21.3</b>	These lands may have water and wastewater services provided by another municipality without the need for an Official Plan Amendment.
<b>22</b>	Concession 3, Lots 22 and 23, Former City of Kanata	
	<b>22.1</b>	The City will require a minimum 150-metre buffer between Dunrobin Road and any extraction activity, for the Bedrock Resource Area designated in Concession 3, Lots 22 and 23, former City of Kanata.
<b>23</b>	Kanata Highlands	
	<b>23.1</b>	<p>Council has approved the Kanata Highlands Urban Expansion Study Area, 820 Huntmar Drive, Comprehensive Study Report, 2018, and supporting studies to guide future development for the property. Development is therefore to occur in keeping with the Comprehensive Study Report and its supporting studies subject to the following:</p> <ul style="list-style-type: none"> <li>a) The City will not approve any subdivision, zoning or site plan control application for 820 Huntmar Drive until: the conditions for further study outlined in the Comprehensive Study Report, supporting studies and the Official Plan have been satisfied; and the City is satisfied that a viable permit application has been made to the Province under the Endangered Species Act (2007) and its regulations; and</li> <li>b) Residential development is to be not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments; and</li> <li>c) The overall residential development will meet the minimum average density target of 36 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses.</li> </ul>
<b>24</b>	3713 and 3809 Borrisokane	

	<b>24.1</b>	The lands designated Sand and Gravel Resource Area at 3713 and 3809 Borrisokane will fulfill the requirements for inclusion as described in the Barrhaven South Urban Expansion Study Area Community Design Plan, Master Servicing Study, Transportation Master Study, Area Parks Plan and Environmental Management Plan.
	<b>24.2</b>	Where lands designated as Industrial and Logistics, at 3713 Borrisokane Road, the following additional policies apply: a) An Office is a permitted use in association with another use permitted in the designation; and b) Development must be supported by individual well and septic systems per related servicing policies in the Official Plan; and c) Full municipal services are permitted subject to the completion, acceptance and approval of a comprehensive servicing study to evaluate appropriate servicing options for the land, including that full municipal services have no adverse impact on the Trail Road Landfill Facility's operational capacity, nor will municipal services pose a risk to human health and safety as they relate to the landfill leachate plume.
<b>25</b>	<b>6139 and 6143 Perth Street</b>	
	<b>25.1</b>	Small water works at 6139 and 6143 Perth Street and its related addresses, will remain owned, operated and managed by the single owner of the land containing that system. The small water works is to serve the complex of buildings that may be considered for institutional, multiple attached residential and low-rise apartment uses, at those addresses whether or not the buildings or units are held in separate ownership. Lot or parcel creation shall only occur as part of a common elements condominium.
<b>26</b>	<b>Iber Road Mixed Industrial Area</b>	
	<b>26.1</b>	Notwithstanding any provisions of the Official Plan that establish minimum land requirements for Mixed Industrial areas, the Iber Road Mixed Industrial area shall have sufficient land to establish a cluster of business and economic activity consisting of at least 1,000 jobs at a range of densities.
<b>27</b>	<b>Reserved for future use</b>	
	<b>27.1</b>	
<b>28</b>	<b>Confederation Heights</b>	

	<b>28.1</b>	<p>The federally-owned Confederation Heights Campus is proposed for major redevelopment. This creates a unique opportunity to work with the Government of Canada to consider other uses on the site that will introduce a broader mix of uses that will complement, support and generally integrate it into its urban context.</p> <p>This Area is identified as a special study area through amendments to the Zoning By-law. The Confederation Heights master plan will inform the secondary plan as the municipal policy framework and provide future direction of Confederation Heights to evolve into a mixed-use area and federal employment facility.</p>
	<b>28.2</b>	Each major development parcel will be developed with the conveyance of dedicated parkland, consistent with the <i>Planning Act</i> and the Parkland Dedication By-Law. The priority will be acquiring parkland
	<b>28.3</b>	The focal point established on the Canada Post property shall provide a strong central focus for the Hub. This will be accomplished by concentrating a mix of uses centered around an urban parkette / plaza or Privately-owned Public Space that will support a pedestrian and transit circulation route.
	<b>28.4</b>	Council shall require that the major open spaces along the Rideau River be linked to one another and to the federally-owned Confederation Heights Campus through a continuity of linear pedestrian/cycle corridors.
	<b>28.5</b>	Should the RA Centre be identified as a candidate for closure, the City shall work with the Federal Government or other interested parties to investigate means to retain the recreation facilities and the sports fields and grounds for a park and City recreation facility.
<b>29</b>	<b>3071 Riverside Drive</b>	
	<b>29.1</b>	Retirement home, residential care facility, and day care uses shall be limited to buildings that do not exceed six storeys in height.
<b>30</b>	<b>PINs 04446-1995, 04446-0636, 04446-1670, 04438-0313, 04438-0314 and 04327-0391</b>	
	<b>30.1</b>	The lands with the PINs 04446-1995, 04446-0636, 04446-1670, 04438-0313, 04438-0314 and 04327-0391 are permitted to develop as rural residential subdivisions. Any proposed plan of subdivision is subject to the policies of this plan which include but



		not limited to private servicing requirements and minimum lot sizes of 0.8 hectares.
<b>31</b>	<b>Westgate</b>	
	<b>31.1</b>	Notwithstanding Policies 8 and 9, Sections 3.2 - Support Regeneration, Volume 1 - Official Plan respecting the Inner Urban Transect and Inner Urban Mainstreet Corridors, of the Official Plan, the permitted heights across the Westgate Lands, as designated on Schedule 31.A - Designation Plan, Volume 2C - Official Plan, will range between 15 and 36 storeys.
	<b>31.2</b>	Building heights of 36 storeys may be permitted along the Highway 417 corridor, adjacent the Hydro Lands, at the rear and side of the Westgate Lands. The strategic location of the Highway 417 and Hydro Lands provides an opportunity for taller buildings to transition down through the Westgate Lands, towards the Westgate-Carling South Transition Area, and Neighbourhood Line, shown on Schedule 31.A - Designation Plan, Volume 2C - Official Plan.
	<b>31.3</b>	Applications for new development shall demonstrate how they provide pedestrian and cycling facilities, Privately-Owned Public Spaces (POPS), streets, and other considerations, consistent with Schedule 31.A - Designation Plan, Volume 2C - Official Plan, and the wider objectives for this policy area.
	<b>31.4</b>	A centrally-located community facility that is integrated into the development of the area will be provided.
	<b>31.5</b>	Vehicular parking may be provided above the ground level, in a structure, for commercial and residential uses. Ground-level motor vehicle parking spaces, aisles (other than direct access and egress) or ramps shall not abut any street and shall be separated from the street by an active use accessible by pedestrians from the sidewalk.
	<b>31.6</b>	Where structured parking is provided, the visual impact of the structured parking must be minimized. Where the structured parking in accordance with Policy 31.5 faces a street, extra measures will be taken by treating the facade like an occupied building through the use of architectural and material treatments that are compatible with adjacent facades.
	<b>31.7</b>	POPS will abut the north side of Carling Avenue, approximately in the centre of the Westgate Shopping Mall site. It is intended as the primary gathering place and be the central focus point of



		<p>surrounding redevelopment. The POPS is shown on Schedule 31.A - Designation Plan, Volume 2C - Official Plan, but the final location, configuration and scale of it will be determined in review of development applications for the Westgate Lands.</p> <p>a) At least 40 per cent of the Westgate POPS will be constructed during the second phase of the Westgate Lands redevelopment; and</p> <p>b) Full construction will take place in the final redevelopment phases.</p>
	<b>31.8</b>	<p>The Westgate promenade and shared space, shown on Schedule 31.A - Designation Plan, Volume 2C - Official Plan, are to be designed and function as private roads. Active building facades will abut the Westgate POPS. The Westgate Promenade is to be designed to accommodate all users with an emphasis on active modes of transportation. Intersections are to be pedestrianized, using appropriate design cues, to ensure motor vehicle drivers are aware of these pedestrian priority areas. Animated ground floor frontages facing the Westgate promenade are also required.</p>
	<b>31.9</b>	<p>The owner(s) of 1309 Carling Avenue shall construct a cycle track along the entire north side of 1309 Carling Avenue frontage in phase two of the development of the Westgate Lands, to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department.</p>
	<b>31.10</b>	<p>The owner(s) of 1309 Carling Avenue shall construct a cycle track along the west side of Merivale Road between Carling Avenue and Highway 417 underpass in the final phase of the development of the Westgate Lands to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department.</p>
	<b>31.11</b>	<p>The owner(s) of 1335 Carling Avenue shall construct a cycle track along the north side of Carling Avenue that fronts 1335 Carling Avenue when the site is redeveloped to the satisfaction of the City.</p>
	<b>31.12</b>	<p>Residential and mixed-use buildings will take a podium and tower form. Podiums on all buildings will be a minimum of two storeys in height</p>
	<b>31.13</b>	<p>Tower portions of high-rise buildings should:</p> <p>a) Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or</p>

		<p>commercial floor plates larger than 1,500 square metres shall:</p> <ul style="list-style-type: none"> <li>i) Demonstrate that the relevant objectives of this policy area are met through the use of such measures as building orientation, building shape, design and use of materials; and</li> <li>ii) Provide greater setbacks and setbacks where necessary, to mitigate impacts of uses on adjacent buildings and properties; and</li> </ul> <p>b) Be appropriately separated from adjacent towers, either on the same site or on an abutting property. A high-rise tower should have a minimum separation distance of 20 metres from another high-rise tower. Reduced tower separation is acceptable if proposals can demonstrate:</p> <ul style="list-style-type: none"> <li>i) That the relevant objectives of this policy area are generally met through building layout and design, including but not limited to, the use of a smaller floor plate, building orientation, balconies or window treatments, setbacks, setbacks, and/or building shape; and</li> <li>ii) That the potential for future high-rise buildings on abutting lots can be developed and generally meet the separation distances or mitigation measures provided above; and</li> <li>iii) That towers of different land uses require special consideration (i.e. a residential tower abutting an office tower); and</li> </ul> <p>c) Where a proposal cannot demonstrate that the above requirements can be met, the site may not be considered appropriate for high-rise buildings or may require lot consolidation before they may be accommodated.</p>
	<p><b>31.14</b></p>	<p>Pedestrian and cycling connections are required, as identified on Schedule 31.A - Designation Plan, Volume 2C - Official Plan, across private land in the Westgate Lands and Westgate-Carling South Transition Area, at time of redevelopment, to connect the surrounding community to the mid-block crossing points on Carling Avenue, as designated for the policy area.</p>

	<b>31.15</b>	Development in the Westgate-Carling South Transition Area shall demonstrate that the area south of the Neighbourhood Line, provides an appropriate transition in terms of building height and uses, setbacks, and landscaping, to protect the lower-profile character of the area.
	<b>31.16</b>	Redevelopment of the lands at 1272 Carling Avenue will result in a built form that relates positively to both the Merivale Road Carling Avenue Official Plan Mainstreet designations.
<b>32</b>	<b>2255, 2287, 2317, 2331, 2339 and 2347 Trim Road</b>	
	<b>32.1</b>	Council has approved the water and wastewater services outside a Public Service Area, subject to available system capacity, where municipal services connections may be permitted for properties: 2255, 2287, 2317, 2331, 2339, and 2347 Trim Road.
<b>33</b>	<b>3530 Old Riverside Drive</b>	
	<b>33.1</b>	<p>On lands at 3530 Old Riverside Drive, in the area generally bounded by the Ontario Hydro Corridor to the north, Old Riverside Drive to the east, the Canadian National Rail line to the south and the Rideau River to the west, and designated Urban Greenspace in the Official Plan, there is an opportunity for a future recreation facility to serve existing residents as well as any future new community which may be developed on the southern corridor lands to the south of the Riverside Park community. The following specific policies will apply:</p> <ul style="list-style-type: none"> <li>a) The City shall discuss with the National Capital Commission, the owner of the lands, the opportunity to develop the lands or part of the lands with a future recreation facility or for other park and leisure purposes; and</li> <li>b) The following guidelines are to be considered in the approval of a future recreation facility for this site: <ul style="list-style-type: none"> <li>i) Provision of a 30-metre corridor along the northerly boundary of the site to provide a natural linkage for wildlife movement between McCarthy Woods and the Rideau River; and</li> <li>ii) Provision of an east west recreational pathway through the site within the 30-metre corridor, and a north-south pathway</li> </ul> </li> </ul>

		<p>either along the river edge or along Riverside Drive; and</p> <p>iii) Appropriate traffic measures for safe and efficient site access to and from Riverside Drive; and</p> <p>iv) Siting of any buildings and parking areas to preserve or enhance the existing natural features of the site and minimize any environmental impacts; and</p> <p>v) Stormwater management measures to minimize impacts on the Rideau River water quality in accordance with the Rideau River Stormwater Management Study; and</p> <p>vi) Development of the prominent ridge and its steep slopes is to be minimized or planned with the aim of enhancing the scenic qualities and potential.</p> <p>c) Pedestrian access across Riverside Drive to a future recreational facility would have to be addressed at the time of the potential subdivision of the southern corridor lands to the south in the Hunt Club neighbourhood.</p>
<b>34</b>	<b>Lands Previously Designated as Developing Community (Expansion Areas)</b>	
		Lands Previously Designated as Developing Community, are areas which were identified as expansion lands in Official Plan Amendments 76. These lands are to be developed primarily as new neighbourhoods to support the residential demands of the projected population growth.
	<b>34.1</b>	Development will occur once Policies 34.2 and 34.3 have been satisfied through the preparation and approval of a plan of subdivision.
	<b>34.2</b>	<p>Proponents of development will complete, to the satisfaction of the City, studies and a Concept Plan of sufficient detail to:</p> <p>a) Identify the location, timing and cost of roads and transit facilities, water and wastewater services, public utilities, stormwater management facilities, etc. required on-site and off-site to service the area; and</p> <p>b) Identify the natural heritage features and natural heritage system on the site independent of the potential developable area. An environmental management plan as described in Section 11.8 - Provide direction for pre-application consultations and required prescribed information, Volume 1 -</p>

		<p>Official Plan, will be prepared where a subwatershed study does not exist or does not provide sufficient guidance to identify the natural heritage features and natural heritage system. The natural heritage features and natural heritage system are generally described in Policy 3, Section 4.8.1 - Protect the Natural environment through identification of a Natural Heritage System, Natural Heritage Features, and related policies and Section 5.6.3.1 - Protect the Natural Heritage System and Natural Heritage Features - Volume 1 - Official Plan. Significant woodlands are to be further evaluated consistent with the City's Significant Woodlands Guidelines. No development is permitted within this system, which is to be conveyed to the City for public use before development of the area is approved; and</p> <ul style="list-style-type: none"> <li>c) Identify Recreational Pathways on the site; and</li> <li>d) Establish the mix and location of residential dwelling which, as a minimum, will constitute the following:             <ul style="list-style-type: none"> <li>i) At least 10 percent of dwellings shall be apartment dwellings; and</li> <li>ii) Overall residential development shall meet a minimum average density target of 36 units per net hectare; and</li> </ul> </li> <li>e) Show how the plan will achieve other policies of this Official Plan including, but not limited to, affordable housing and urban design; and</li> <li>f) Meet the requirements of Phase 1 and 2 of the Environmental Assessment Act where required.</li> <li>g) Identify strategies to conserve energy and reduce greenhouse gas emissions consistent with Council approved targets, to be demonstrated through a Community Energy Plan.</li> </ul>
	<p><b>34.3</b></p>	<p>Proponents of development will prepare a Financial Implementation Plan and commit to providing:</p> <ul style="list-style-type: none"> <li>a) The on-site and off-site servicing systems described above through development charges or at the expense of the developer; and</li> <li>b) The natural heritage system as non-developable lands to be transferred to the City for \$1; and</li> <li>c) The Recreational Pathways as identified in this Plan through development charges or at the expense of the developer.</li> </ul>

<b>35</b>	<b>Merivale-Woodroffe Corridor</b>	
	<b>35.1</b>	<p>For properties identified as PIN 04657-0126 and PIN 04657-0124, located between Merivale Road and Woodroffe Avenue, the following policies shall apply:</p> <p>a) Development may only receive draft approval or final approval, on these lands, after a community design plan and applicable studies, as per Section 12 - Local Plans, Volume 1 - Official Plan, and an Official Plan Amendment to introduce a secondary plan are approved; and</p> <p>b) A portion of these lands are within the Protected Major Transit Station Area for the Tallwood Station as detailed on Schedule C1 - Protected Major Transit Station Areas (PMTSA), Volume 1 - Official Plan. The development of these lands should maintain a prominent element of green space in the form of a linear park between the existing development to the north and the new neighbourhood. The new neighbourhood should be designed in accordance with an urban pattern, as outlined in Table 6 - General Characteristics of Urban Built Form and Suburban Built Form and Site Design, Volume 1 - Official Plan, at densities that are at the higher end of the range for this transect.</p>
<b>36</b>	<b>Ottawa Hunt and Golf Club</b>	
	<b>36.1</b>	<p>Lands addressed 3811 and 3812 North Bowesville Road are held in private ownership and will not necessarily remain zoned indefinitely as Parks and Open Space, nor are they free and open to the general public, nor will they be purchased by the municipality at any time. These lands may be rezoned in a manner consistent with the underlying designation.</p>
	<b>36.2</b>	<p>Development may only receive draft approval or final approval on these lands after a community design plan and applicable studies, per Section 12, Volume 1 - Official Plan and an Official Plan Amendment, to introduce a secondary plan are approved.</p>
<b>37</b>	<b>Johnston Road Employment Area</b>	
	<b>37.1</b>	<p>The Johnston Road Employment Area is designated on Figure 26 of the South Keys to Blossom Park Bank Street Community Design Plan (CDP), as Future Land Use Study. The area requires additional study to determine appropriate land use mix and/or permitted building heights. An application for Zoning By-law amendment, submitted within this area, prior to commencement of</p>

	<p>a study, will be considered as a trigger requiring early preparation and implementation of the study for that particular area. In such cases the landowner may lead the study in cooperation with and at the discretion of the City. The future land use studies will include public participation in addition to any required public process to implement the studies through secondary plan or Zoning By-law amendments.</p> <p>The Johnston Road Employment Area within is located along the north side of Johnston Road, a Major Collector roadway, and to the east of Bank Street, an Arterial Road and Transit Priority Corridor. The Area is approximately 15 hectares and located within an 800-metre walk of the Greenboro O-Train Station. This location in the community and proximity to transit suggests that the area may be appropriate for future intensification. The Employment Area policies of the Official Plan apply to this area. Current zoning is IL – Light Industrial, that permits a wide range of low impact light industrial uses, as well as office and office-type uses with a maximum building height of 18 metres (approximately six storeys) depending on proximity to residential zones. The future land use study will:</p> <ul style="list-style-type: none"> <li>a) Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of proximity to and the existing character of adjacent residential areas, the rail line to the north, to Bank Street and the Greenboro O-Train Station; and</li> <li>b) Determine if additional or fewer types of permitted uses of land would be appropriate; and</li> <li>c) Determine if additional public streets and/or shared private access points to property from Johnston Road are required; and</li> <li>d) Identify required development setbacks from Sawmill Creek and the appropriate width for the greenspace corridor, the need for a flood plain overlay, the need to dedicate the greenspace corridor land to the City and if any public amenities are required within the greenspace corridor; and</li> <li>e) Identify that the required setback from the top of bank of the tributary to Sawmill Creek located along the northerly limit of the employment area is 15 metres; and</li> <li>f) Determine any required safety setbacks and measures from the railway as well as any required setbacks and mitigation</li> </ul>
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		measures due to noise and vibration issues.
<b>38</b>	<b>Sieveright Avenue Future Study Area</b>	
	<b>38.1</b>	<p>The Sieveright Avenue Future Study Area is designated on Figure 26 of the South Keys to Blossom Park Bank Street Community Design Plan (CDP), as Future Land Use Study. The area requires additional study to determine appropriate land use mix and/or permitted building heights. An application for Zoning By-law amendment, submitted within this area, prior to commencement of a study, will be considered as a trigger requiring early preparation and implementation of the study for that particular area. In such cases the landowner may lead the study in cooperation with and at the discretion of the City. The future land use studies will include public participation in addition to any required public process to implement the studies through secondary plan or Zoning By-law amendments.</p> <p>The Sieveright Avenue Future Study Area is comprised of all or portions of approximately six properties and is approximately 2.8 hectares in area. It is located outside of the 800-metre walk to the South Keys Transitway Station (future O-Train Station) but has proximity to Bank Street, a Mainstreet and Arterial Road. The Neighbourhood policies of the Official Plan apply to this area. The current zoning is Light Industrial, subzone 2 (IL2), with a maximum building height of 14 metres (approximately 4.5 to five storeys). The IL2 zone permits a wide range of low impact light industrial uses, as well as office and office-type uses. The future land use study will:</p> <ul style="list-style-type: none"> <li>a) Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of proximity to and the existing character of adjacent residential areas and to Bank Street; and</li> <li>b) Determine the appropriate land use and zoning for the area and if light industrial uses should continue to be permitted; and</li> <li>c) Determine appropriate first storey finishes (windows and doors) for building walls to create a human scale along the roadway and to prevent blank facades facing residential areas; and</li> <li>d) Determine if parkland should be dedicated as land or cash-</li> </ul>



		<p>in-lieu in consideration of permitted uses of land.</p> <p>e) Consider potential transportation impacts related to increased density and measures to mitigate such impacts.</p>
<b>39</b>	<b>102 Bill Leathem Drive</b>	
	<b>39.1</b>	<p>Notwithstanding Volume 1 – Official Plan; a place of worship, a place of assembly and a community center, are permitted on lands known as 102 Bill Leathem, subject to:</p> <p>a) The submission of a detailed noise study and its approval by the City; and,</p> <p>b) The implementation of noise mitigation measures contained within the noise study, to the satisfaction of the City; and</p> <p>c) A warning clause on title.</p>
<b>40</b>	<b>Kanata South Terry Fox Neighbourhood</b>	
	<b>40.1</b>	<p>In addition to the permitted uses within Section 6.3 Neighbourhoods, Volume 1 - Official Plan, small-scale non-residential uses that supports the daily and weekly needs of local neighbourhoods will be required on this Area-specific Policy Area. The range of these required non-residential uses shall generally be a minimum of between 1,000 and 1,500 square metres of gross floor area and minor deviations may be considered without amendment to this Area-specific Policy.</p>
<b>41</b>	<b>Fisher Avenue</b>	
	<b>41.1</b>	<p>Along the Fisher Avenue Minor Corridor, between Baseline Road and Carling Avenue, the following policies shall apply:</p> <p>a) On the parcel municipally known as 1110 Fisher, a mid-rise building may be permitted through a zoning application. On all other parcels to the north of 1110 Fisher, only low-rise buildings are permitted. On all other parcels to the south of 1110 Fisher, the policy intent of the Minor Corridor designation shall be upheld in any future development or redevelopment.</p> <p>b) Commercial uses may only be considered, through a zoning amendment, if they are of a scale and nature that is clearly local, daytime, intended for a walking clientele, limited in floor space to be consistent with the provisions of the Local Commercial zone or the -c zoning suffix, and will generally be directed to properties that are in the vicinity of bus stops.</p> <p>c) All automobile-oriented commercial use, including but not limited</p>

		to gas station, car sales or rental establishments, service stations, mechanics or auto repair shops, drive-throughs, and commercial parking lots are prohibited.
<b>42</b>	<b>Cardinal Creek Village</b>	
	<b>42.1</b>	<p>The policy area shall be developed to be generally consistent with the Cardinal Creek Village Concept Plan, as approved by City Council in 2013, including Section 2.3 - Guiding Principles, Section 3.1 - Land Use Plan Objectives, Section 3.6 - Arterial Mainstreet (permitted uses), Section 5 – Infrastructure, Section 6 - Implementation and Interpretation and surface parking guidelines found in Section 4.</p> <p>In cases where more land-efficient development, infrastructure or stormwater management facilities are proposed, an Official Plan Amendment will not be required.</p>
	<b>42.2</b>	<p>Higher-density residential uses and commercial uses shall be encouraged in the policy area. Building heights up to nine storeys may be permitted.</p> <p>The Zoning By-law may establish maximum building heights lower than nine storeys where site conditions and the existing context dictate that a lower building form is appropriate.</p> <p>Development proposals including mid-rise buildings will be subject to the review of the City of Ottawa Urban Design Review Panel.</p>
	<b>42.3</b>	<p>Notwithstanding Section 4.6.6 - Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its targets while considering livability for, Policy 1); Section 5.4.1 - Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods; and Section 5.4.5 - Provide direction to Neighbourhoods located within the Suburban Transect, Volume 1 - Official Plan, the new Cardinal Creek Village Core located in Area A as shown on Schedule 42.A - Designation Plan, Volume 2C - Official Plan, may accommodate high-rise development, where it:</p> <ul style="list-style-type: none"> <li>a) Is designed generally in accordance with urban design policies in Section 4.6.6, Volume 1 - Official Plan; and</li> <li>b) Is accessible from the Trim O-Train Station via a multi-use pathway; and</li> <li>c) Transitions appropriately to existing low-rise areas; and</li> </ul>

		<p>d) Will contribute to creating a 15-minute neighbourhood that includes a mix of uses, community amenities and parks and open spaces; and</p> <p>e) Is subject to a zoning amendment to confirm building placement, maximum building height and active frontage requirements.</p>
	<b>42.4</b>	<p>A broad range of uses are permitted in Areas A and B, as shown on Schedule 42.A - Designation Plan, Volume 2C - Official Plan, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.</p> <p>In Area A, a single drive-through facility may be permitted, as long as it fully responds to the applicable Transect, Urban Designations and Urban Design policies of Sections 4, 5 and 6 of Volume 1 - Official Plan and any applicable Council-approved design guidelines, with the objective of locating it where it will have least impact on pedestrian-focused areas of Area A.</p>
	<b>42.5</b>	<p>The following uses shall not be permitted:</p> <p>a) Automotive dealerships in the entire policy area; and</p> <p>b) Drive-through facilities along Old Montréal Road; and</p> <p>c) Gas bars, service stations and automobile sales in Area A as shown on Schedule 42.A - Designation Plan, Volume 2C - Official Plan.</p>
	<b>42.6</b>	<p>The property parcels along arterial roads generally apply to the whole of those properties fronting on the road, however for very deep lots, these policies will generally be limited to a depth of 400 metres from the arterial road. The boundary may also be varied, depending on site circumstance and lot configuration and may also include properties on abutting side streets that exist within the same corridor.</p> <p>The zoning by-law may define the portion of the street frontage to be occupied by buildings located at, or set back minimally from, the sidewalk. These street frontages will fulfill and take advantage of their multi-modal transportation function.</p>
	<b>42.7</b>	<p>Notwithstanding Section 4.6.2 - Protect Views and enhance Scenic Routes including those associated with national symbols, Policy 4), Volume 1 - Official Plan, the orientation and design of buildings abutting Ottawa Road 174 shall be determined through the site plan approval process, with the objective of creating an</p>

		urban village setting within the site while also providing active frontages and a visually attractive frontage to Ottawa Road 174.
	<b>42.8</b>	<p>On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the development of the entire lot, including the rear portions will not be considered to be non-confirming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:</p> <ul style="list-style-type: none"> <li>a) Multi-modal access between the site and the public street; and</li> <li>b) Attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities; and</li> <li>c) An enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes; and</li> <li>d) Measures of sufficient size and quality to relieve the visual impact of surface parking areas; and</li> <li>e) The provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages; and</li> <li>f) The provision of coordinated signage; and</li> <li>g) Over time, a development that is oriented to the adjacent public streets.</li> </ul>
	<b>42.9</b>	<p>If it is determined that a transit corridor is to be appropriately located along Old Montréal Road or the major collector street within the Cardinal Creek Village community, additional road rights of way will be protected to accommodate such transit facilities.</p> <p>Additional right of way protection is identified on Schedule C16: Road Classification and Rights-of-Way Protection, to accommodate bus rapid transit facilities along Old Montréal Road.</p>
	<b>42.10</b>	To achieve the vision for Ottawa Road 174 and Old Montréal Road, changes within the public environment as well as within the abutting private property environment may be necessary. The

		<p>function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within the policy area, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, land reductions and measures to enhance transit ridership in the area.</p>
	<p><b>42.11</b></p>	<p>Prior to the filing of a Zoning By-law amendment and an application for site plan control approval, for any lands within the policy area, the landowner / developer and the City will undertake a thorough collaborative design process to prepare a demonstration plan to guide the future intended development of these lands, and to develop a detailed set of design guidelines that will augment the site design and built form guidelines for the Arterial Mainstreet 'A' area contained in Section 4.5 of the Cardinal Creek Village Concept Plan and the City's design guidelines. The collaborative design process will be initiated by the landowner / developer and is to include public consultation. Once completed, the demonstration plan and supporting detailed design guidelines are to be approved by Planning Committee and appended to the Cardinal Creek Village Concept Plan.</p> <p>The demonstration plan will, at a minimum:</p> <ul style="list-style-type: none"> <li>a) Illustrate how the site organization and built form addresses the design guidelines and the land-use objectives contained in the Cardinal Creek Village Concept Plan; and</li> <li>b) Illustrate how the site organization has been designed to take advantage of the views of the Ottawa River and to make those views accessible to the public; and</li> <li>c) Contain a network of pedestrian connectivity, both internal and external to the site; and</li> <li>d) Establish a maximum floor area for any single non-residential use and / or building.</li> </ul>
	<p><b>42.12</b></p>	<p>Parkland dedication will be provided as per the Parkland Dedication By-law and a park will be located in Area A as shown on Schedule 42.A - Designation Plan, Volume 2C - Official Plan.</p>
	<p><b>42.13</b></p>	<p>In order to demonstrate its commitment to development on Ottawa Road 174 and Old Montréal Road, the City will consider them to be priority locations for considering:</p>

		<ul style="list-style-type: none"> <li>a) New or relocated municipal buildings and facilities or for leasing space for municipal functions; and</li> <li>b) The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes; and</li> <li>c) Infrastructure and public facilities improvement strategies, including measures such as those contained in Section 4.5 - Cultural Heritage and Archaeology, Volume 1 - Official Plan; and</li> <li>d) The creation of comprehensive traffic and parking strategies; and</li> <li>e) The use of techniques such as increased height and density provisions; and</li> <li>f) The application of financial and regulatory incentives; and</li> <li>g) Exploring partnerships between the public and private sectors.</li> </ul>
	<p><b>42.14</b></p>	<p>As development proceeds within the Cardinal Creek Village Community Concept Plan, innovative implementation strategies will be explored in order to ensure the timely advancement of municipal infrastructure and community amenities and facilities. There shall be a front-ending agreement(s) established within the Cardinal Creek Village Community to require, through development approvals, financial contributions for key infrastructure requirements and to allow the developer(s) to advance the construction of certain facilities in accordance with agreed-upon financial principles.</p> <p>Landowners within the Cardinal Creek Cost Sharing area, as identified on Schedule 42.A, shall enter into a private agreement(s) to share the costs of major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for development of the Cardinal Creek community. Costs shall be distributed fairly among benefiting landowners. The agreement(s) shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner.</p> <p>The City shall also include a condition of approval for all plans of subdivision, plans of condominium, site plan and severance applications in the Cardinal Creek Cost Sharing area, requiring notification from the Administrator of the Cardinal Creek Land</p>

		Owners' Group that the owner is party to the agreement(s) and/or has paid its share of any costs pursuant to the agreement(s).
<b>43</b>	<b>Smyth Road</b>	
	<b>43.1</b>	Notwithstanding the provisions of Policy 5.3.3(3)(a) of the Official Plan, high-rise buildings are not permitted on any parcel of land on both sides of Smyth Road outside the boundary of the Alta Vista/Faircrest Heights/Riverview Park Secondary Plan.
<b>44</b>	<b>Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive)</b>	
	<b>44.1</b>	Place saver for Area-Specific Policies that are expected to go to Committee and Council in September 2021, which will need to be incorporated into this Official Plan.
<b>45</b>	<b>Merivale Road</b>	
	<b>45.1</b>	Reconstruction or modifications to the intersections of Merivale Road at Viewmount Drive, Meadowlands Drive and Clyde Avenue should include special built or landscaped features to help define the extent of the Mainstreet Corridors and discrete districts.
	<b>45.2</b>	<p>Council shall ensure that consistent streetscape treatment (landscape materials such as shade trees, shrubs and ground covers, street and pedestrian lights, flags and banners, information kiosks, transit shelters, newspaper boxes, waste receptacles and benches) are provided along Merivale Road to enhance the visual cohesiveness of the Mainstreet Corridor.</p> <p>The streetscape along Merivale Road should incorporate a seven-metre zone at the street edge for the purposes of snow storage, traffic signals and lighting, transit shelters, pedestrian supportive street furniture and planters, and pedestrian and cycling facilities.</p>
	<b>45.3</b>	<p>Efficient and safe connections shall be provided between the adjacent neighbourhoods and the Merivale Mainstreet Corridor. This will include:</p> <ul style="list-style-type: none"> <li>a) New east-west multi-use pathways and similar forms of pedestrian connections where there are opportunities to introduce pedestrian and cycling short-cuts; and</li> <li>b) A well landscaped, comfortable and attractive north-south pedestrian pathway and cycle route east and west of Merivale Road, at the rear of the properties that front the Mainstreet that are not through-lots that connect to a parallel local street, to</li> </ul>



		provide for a continuation of a north-south link in the City's designated cycle network and to facilitate improved connections between neighbourhoods. Amenities such as lighting, benches and shade trees should be provided to enhance the appeal of walking and cycling to the Mainstreet Corridor.
	<b>45.4</b>	Loading and servicing areas associated with new or existing retail on Merivale Road should be designed to avoid negative impacts on adjacent residential uses. Loading, service and parking areas should be screened and/or buffered using fences, landscaping, or setbacks.
	<b>45.5</b>	Common (shared) vehicular routes that are well integrated into the public street network, and that allow for access between sites within large blocks shall be provided to reduce the number of inter-site movements occurring on Merivale Road or other major roads. Changes to the transportation system resulting from development should minimize the potential for cut-through traffic in adjacent neighbourhoods.
	<b>45.6</b>	As development or redevelopment occurs on sites along Merivale Road and Clyde Avenue, the following shall take place: a) The number of site driveway connections to Merivale Road and Clyde Avenue shall be reduced or consolidated; and b) Opportunities to establish a public street grid or equivalent pedestrian and cycling network, that improves vehicular and pedestrian interconnections with adjacent sites while supporting future intensification, shall be investigated in order to minimize localized travel and turning movements onto and off of the study area's arterial roads and improve the pedestrian and cycling environment.
<b>46</b>	<b>Lands Previously Designated as Urban Expansion Study Area</b>	
		Lands Previously Designated as Urban Expansion Study Area, is an area which was identified as expansion lands in Official Plan Amendment 76. These lands are to be developed primarily as new neighbourhoods to support the residential demands of the projected population growth.
	<b>46.1</b>	The policies of Section 5.6.2 - Future Neighbourhood Overlay, Volume 1 – Official Plan shall apply to these lands. These lands shall be considered as Category 1 - New urban expansion area,



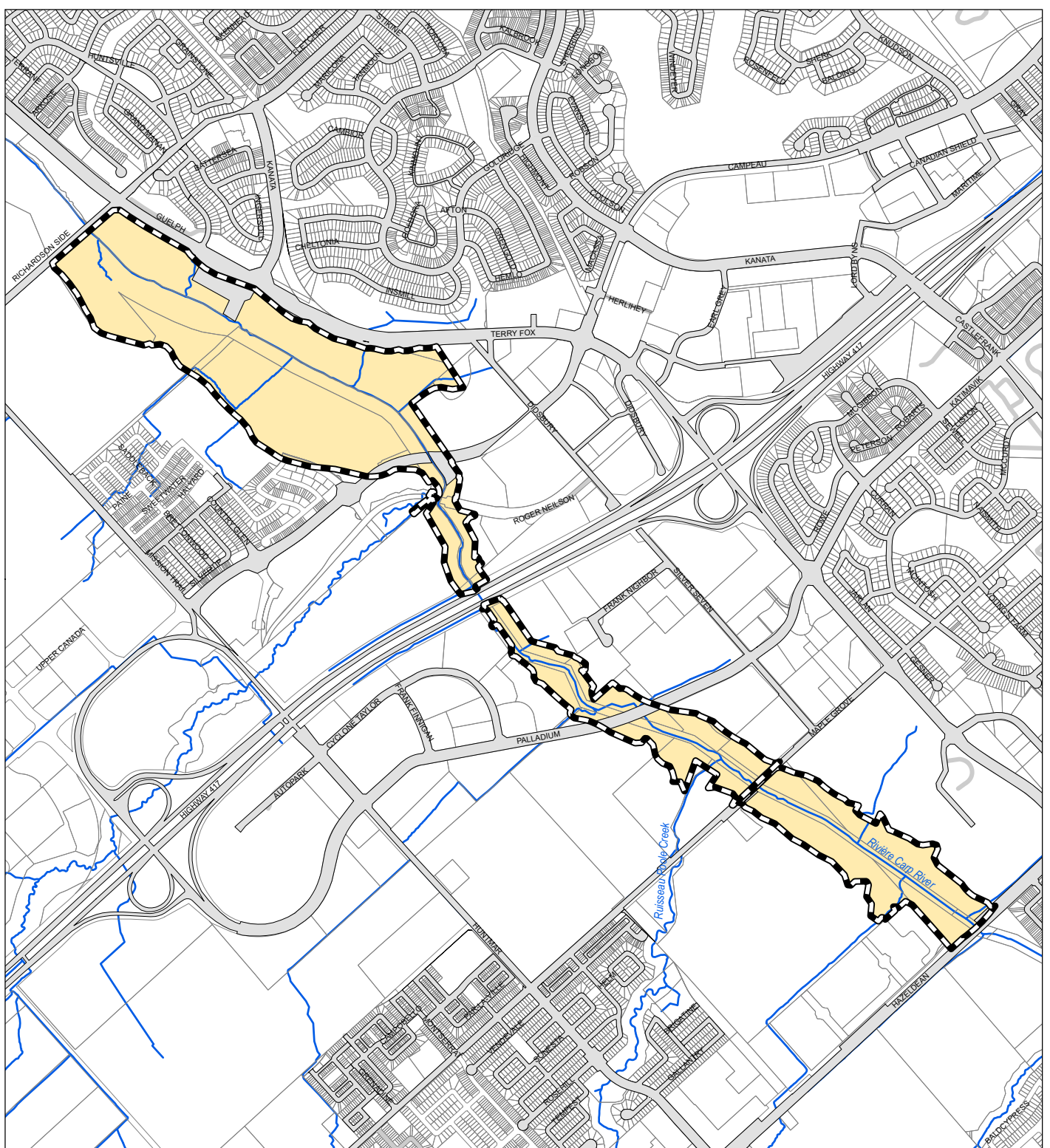
		for application of the policies in Section 5.6.2.
<b>47</b>	<b>Portion of 7925 Parkway Road</b>	
	<b>47.1</b>	A dwelling unit is not permitted on the portion of 7925 Parkway Road, designated agricultural resource area as of the date of adoption of this Plan.
<b>48</b>	<b>Part of 3610 Innes Road</b>	
	<b>48.1</b>	Notwithstanding Section 6.2.1 a) i), the Mainstreet Corridor designation extends to approximately 353 metres from the Innes Road centreline.
<b>49</b>	<b>East Urban Community</b>	
	<b>49.1</b>	Landowners within the boundary of the East Urban Community – CDP For The Phase 1 Area and the East Urban Community - Community Design Plans for the Phase 2 Areas, approved by Council, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of East Urban Community, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in the East Urban Community, Phases 1 and 2, requiring notification from the Trustees of the East Urban Community Phases 1 and 2, that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.
<b>50</b>	<b>861 Clyde Avenue</b>	
	<b>50.1</b>	On 861 Clyde Avenue, up to six high-rise buildings will be permitted within 400 metres of a Transit Level of Service 'B' corridor as per Schedule C2 - Transit Network Ultimate, of Volume 1 - Official Plan. One of each of the six high-rise buildings may have a maximum height of: 39 storeys; 36 storeys; 31 storeys; 29

		storeys; 25 storeys; and 22 storeys.
<b>51</b>	<b>211 Centrum Boulevard</b>	
	<b>51.1</b>	On 211 Centrum Boulevard a standalone Retirement Home is permitted.
<b>52</b>	<b>245, 249, 261, 263 Rochester Street and 27 Balsam Street</b>	
	<b>52.1</b>	Notwithstanding Section 6.3.1, Policy 2, the maximum permitted height is nine storeys.
<b>53</b>	<b>2475 Regina Street</b>	
	<b>53.1</b>	<b><i>Notwithstanding Section 6.3.1, Policy 2, the maximum permitted height is 28 storeys. (By-law 2023-412)(Appeal(s) received)</i></b>
<b>54</b>	<b>2545 9<sup>th</sup> Line Road</b>	
	<b>54.1</b>	Soil packaging plant with leaf and yard waste composting as An ancillary use on the property known municipally as 2545 9 <sup>th</sup> Line Road (PIN: 043130173). The soil packaging plant cannot exceed the buildings' footprint as existed on October 11, 2023. The leaf and yard waste composting must be contained to the existing 1028.9 metres squared and 1720.1 metres squared cast concrete buildings designed for composting and is only permitted as ancillary to a soil packaging operation. (Subject to By-law 2023-431)
<b>55</b>	<b>4 Campbell Reid Court</b>	
	<b>55.1</b>	Area Specific Policy to permit a minor variance in support of the site plan
<b>56</b>	<b>384 Arlington Avenue</b>	
	<b>56.1</b>	<b><i>1. Notwithstanding Section 6.3.1, Policy 2, the maximum permitted height is 24 storeys subject to the following criteria:</i></b>  <b><i>a) The location of the high-rise tower is up to 50 metres from the property line abutting Raymond Street.</i></b>

		<p><b>b) The redevelopment of the site includes the partial integration of the existing heritage church, mainly the north and west facades.</b></p> <p><b>c) The redevelopment of the site provides a low-rise podium that supports transition to the surrounding low-rise neighbourhood.</b></p> <p><b>2. In accordance with the Official Plan Section 12.3(3), the above noted provision shall expire upon the completion of the proposed development. (Subject to By-law 2023-497)</b></p>
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# Volume 2C – Area-Specific Policy Schedules

1. Area-Specific Policy 2.A – Carp River Restoration Policy Area
2. Area-Specific Policy 2.B – Kanata West Maximum Building Heights
3. Area-Specific Policy 5.A – Barrhaven Highway 416 – Mixed Industrial and Industrial and Logistics Land Plan
4. Area-Specific Policy 8.A – Carp Road Corridor Designation Plan
5. Area-Specific Policy 31.A – Westgate Designation Plan
6. Area-Specific Policy 42.A – Cardinal Creek Village Policy Area

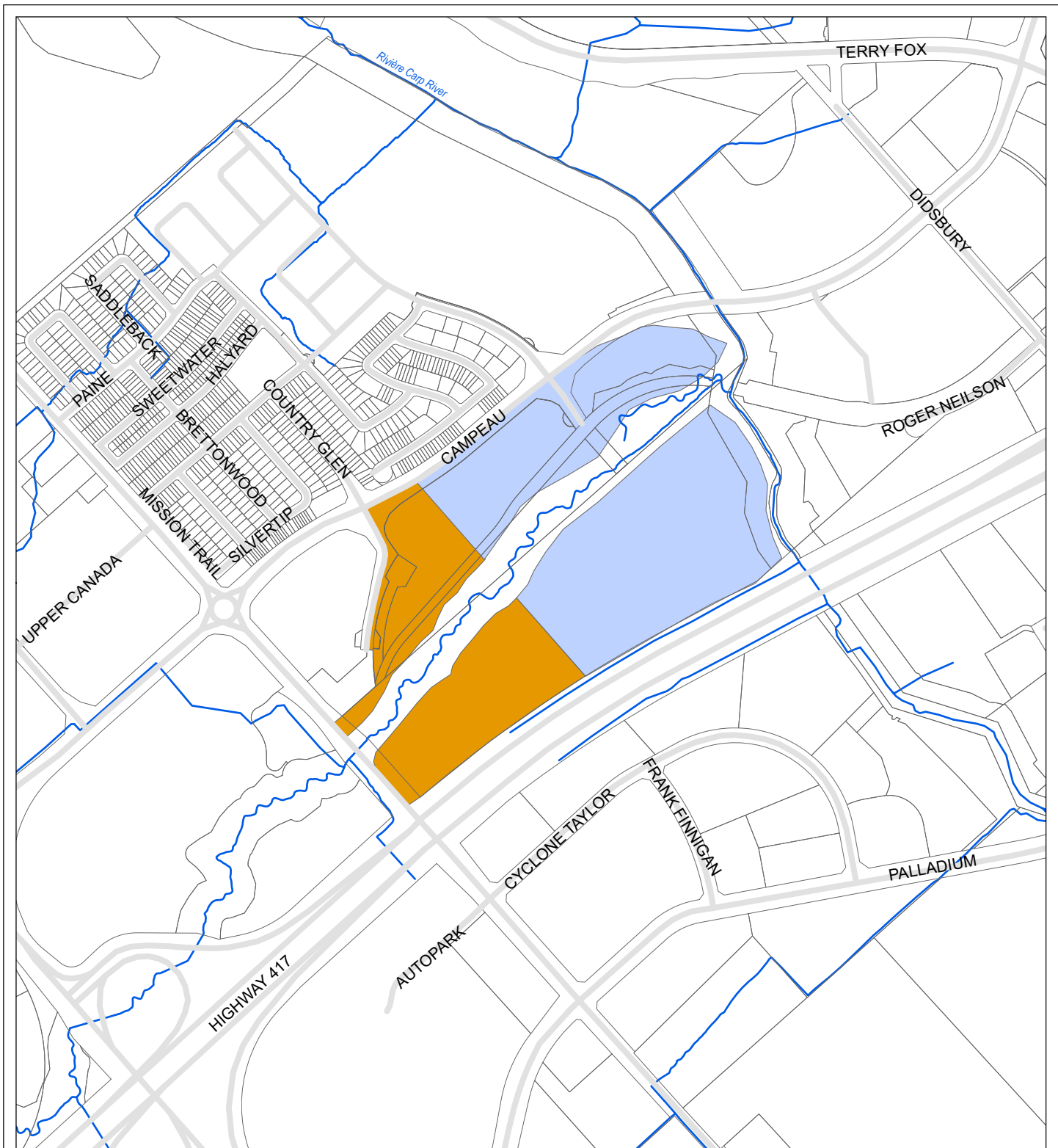


**Carp River Restoration Policy Area**  
 AREA-SPECIFIC POLICY  
 AREA 2 – VOLUME 2C  
**Schedule 2.A – Carp River Restoration Policy Area**

**Zone de restauration de la rivière Carp**  
 POLITIQUE PROPRES À UN SECTEUR DONNÉ  
 ZONE 2 – VOLUME 2C  
**Annexe 2.A – Zone de restauration de la rivière Carp**





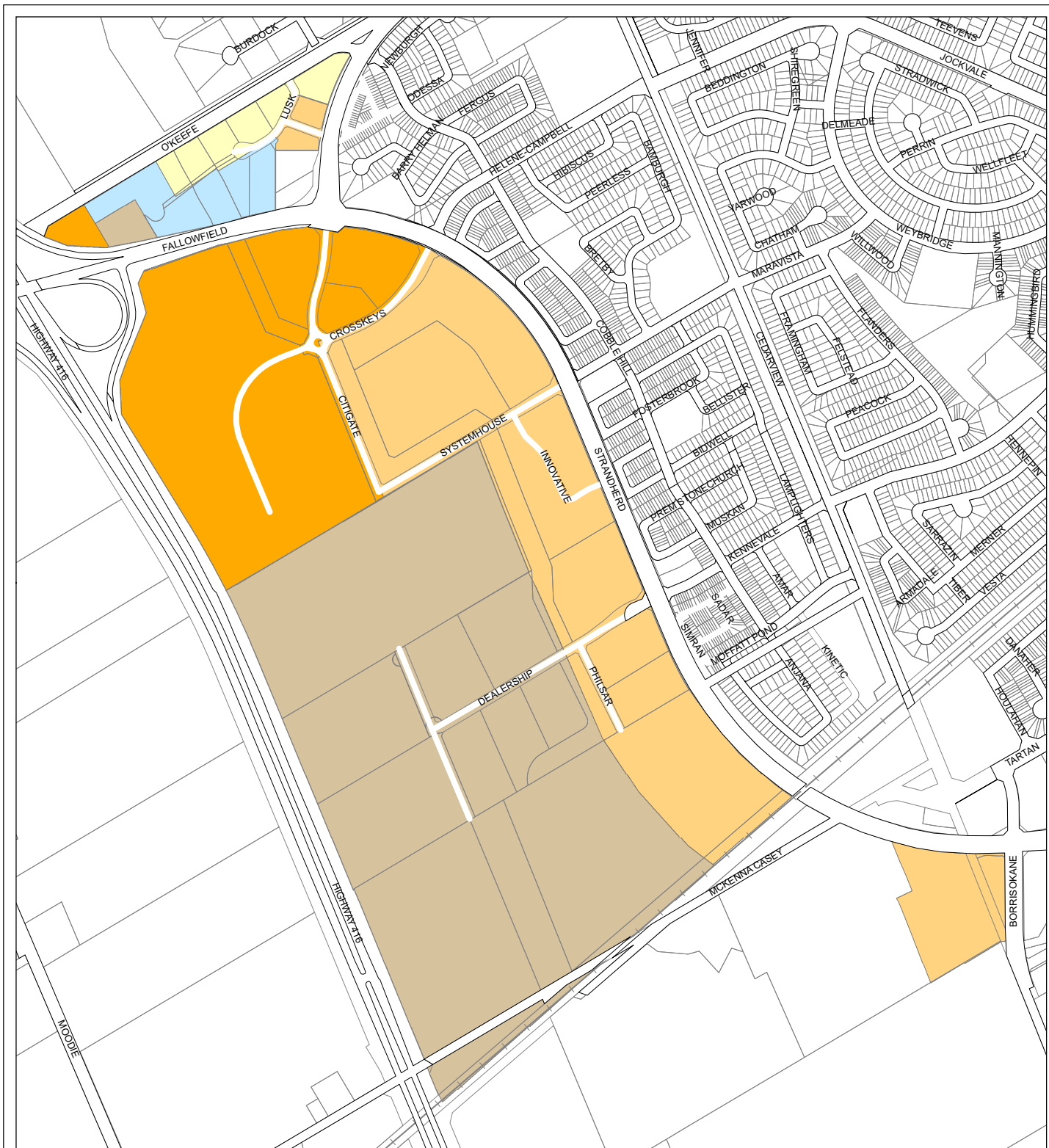


**Kanata West**  
 AREA-SPECIFIC POLICY  
 AREA 2 – VOLUME 2C  
**Schedule 2.B – Maximum Building Heights**








**Kanata Ouest**  
 POLITIQUE PROPRES À UN SECTEUR DONNÉ  
 ZONE 2 – VOLUME 2C  
**Annexe 2.B – Hauteurs maximales des immeubles**

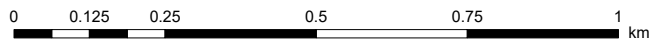
- 6 storeys / étages
- 15 storeys / étages



**Barrhaven – Highway 416**  
**Mixed Industrial and Industrial and Logistics Land**  
 AREA-SPECIFIC POLICY AREA 5 – VOLUME 2C  
**Schedule 5.A – Maximum Building Heights**

**Barrhaven – Autoroute 416**  
**Industrie Mixte et Secteurs Industrie et Logistique**  
 POLITIQUE PROPRES À UN SECTEUR DONNÉ  
 ZONE 5– VOLUME 2C  
**Annexe 5.A – Hauteurs maximales des immeubles**

-  12.0m (3 storeys/ étages)
-  18.0m (4 storeys/ étages)
-  24.0m (6 storeys/ étages)
-  36.0m (9 storeys/ étages)
-  48.0m (12 storeys/ étages)




# CARP ROAD CORRIDOR / COULOIR DU CHEMIN CARP

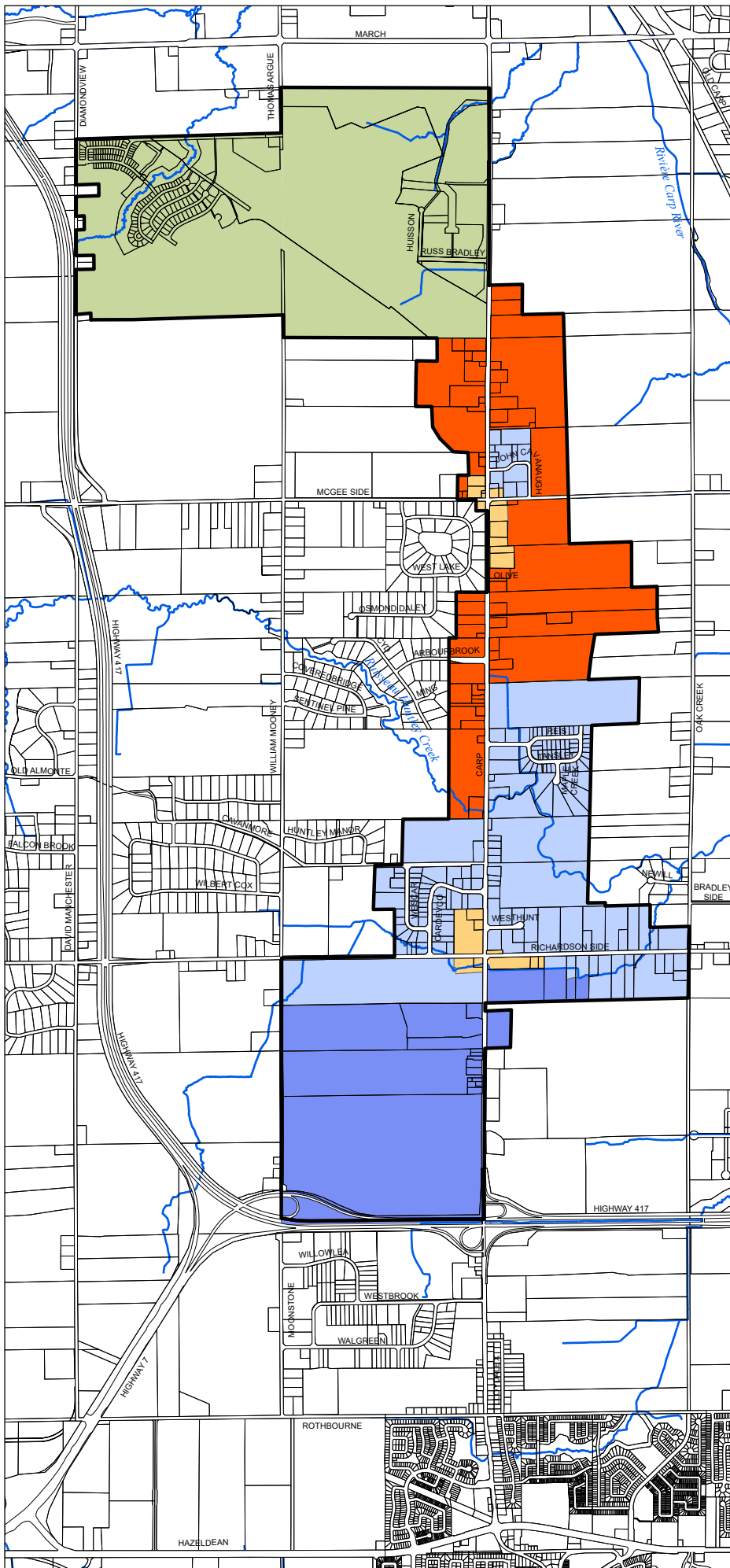


AREA-SPECIFIC POLICY PLAN  
AREA 8 - VOLUME 2C  
**Schedule 8.A- Designation Plan**

POLITIQUE PROPRES À UN SECTEUR DONNÉ  
ZONE 8- VOLUME 2C  
**Annexe 8.A - Plan de désignation**

 Carp Road Corridor Policy Area /  
Secteur visé par la politique relative au couloir  
du chemin Carp

-  Carp Airport Area / Aéroport de Carp
-  Corridor Commercial Area / Zone du corridor commercial
-  Convenience Commercial Area / Zone de carrefour commercial
-  Heavy Industrial Area / Secteur d'industrie lourde
-  Light Industrial Area / Secteur d'industrie légère



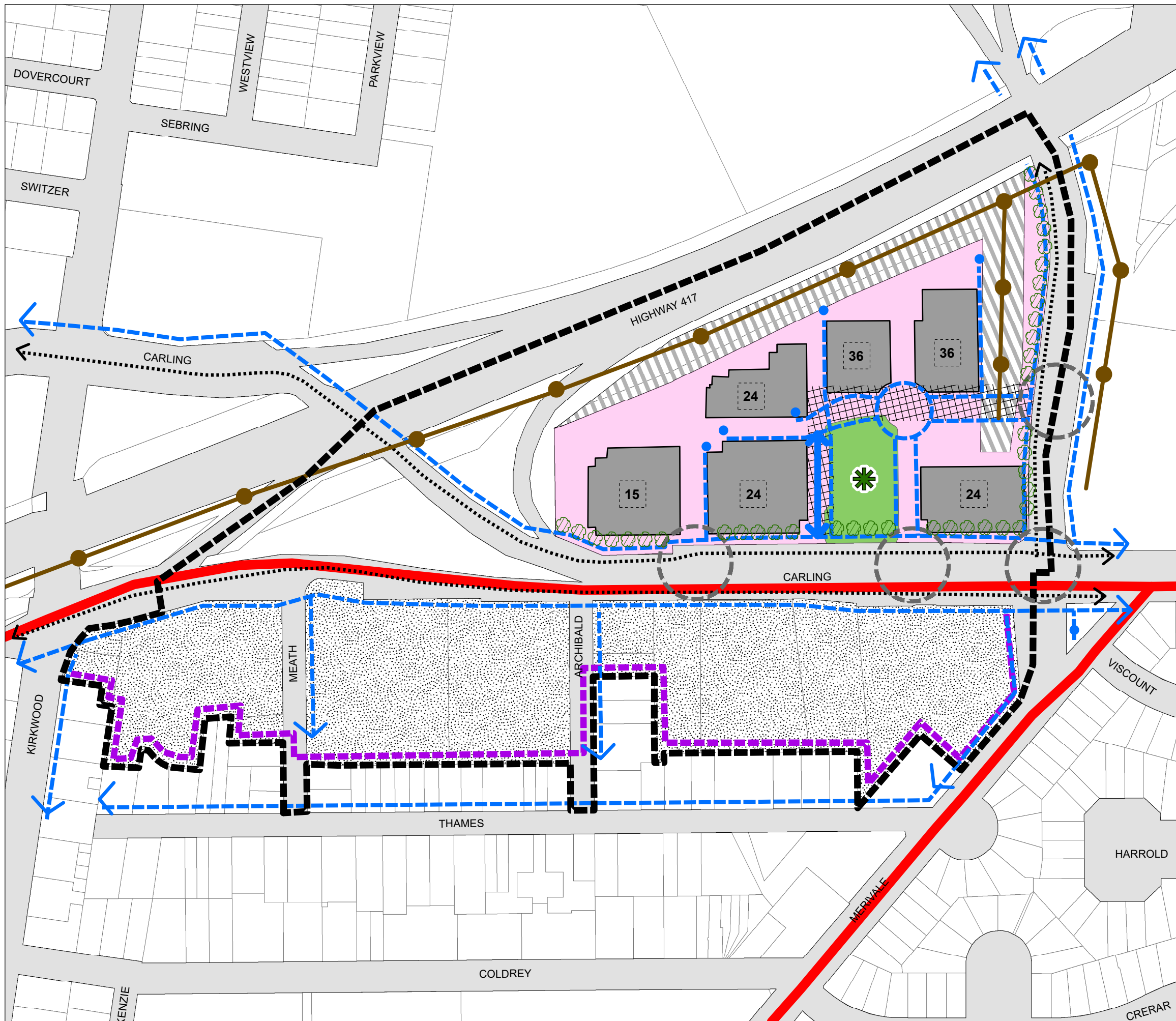



















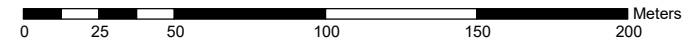
# Westgate

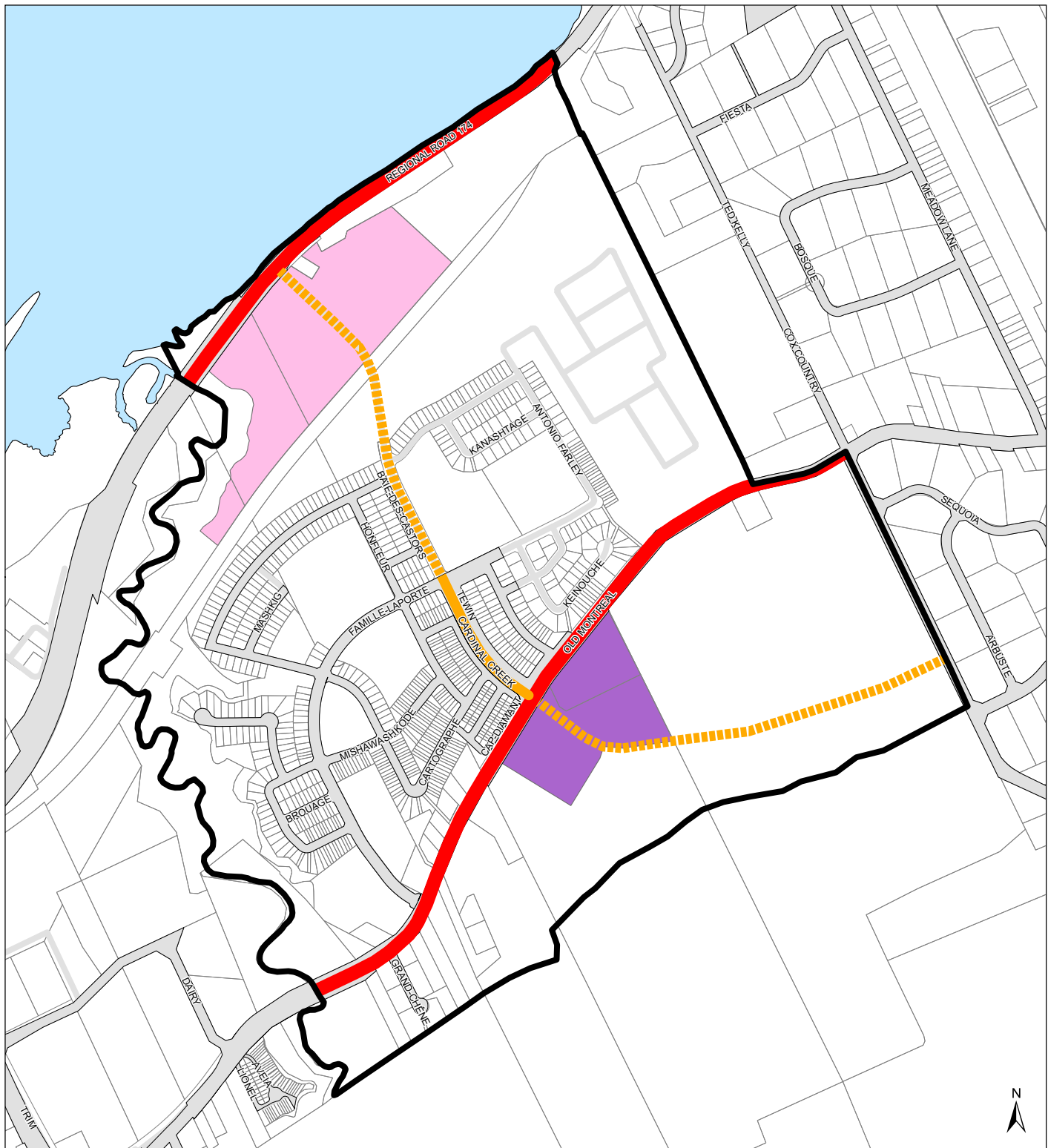
AREA-SPECIFIC POLICY AREA 31 - VOLUME 2C  
Schedule 31.A - Designation Plan

POLITIQUE PROPRES À UN SECTEUR DONNÉ  
ZONE 31- VOLUME 2C  
Annexe 31.A - Plan de désignation




-  Plan Boundary /  
Limite du plan
-  Westgate Lands / Terrains de Westgate
-  Official Plan Mainstreet Designation /  
Plan officiel – Désignation d'artère principale
-  Westgate-Carling South Transition Area /  
Zone de transition de Westgate-Carling Sud
-  Neighbourhood Line / Ligne de quartier
-  36  
Maximum Storeys per Building / Nombre maximal d'étages par bâtiment
-  Hydro Lands / Terrains appartenant à la société d'électricité
-  Over Head Hydro Wires / Fils électriques aériens
-  Westgate Privately Owned Public Space (POPS) /  
Espace public de Westgate appartenant au secteur privé
-  Westgate Promenade / Promenade Westgate
-  Pedestrian / Cycling Connection / Lien piétonnier/cycliste
-  Bicycle Lanes / Voies cyclables
-  Shared Space (Pedestrian / Cyclist / Vehicular) /  
Espace partagé (piétons/cyclistes/véhicules)
-  Mid-Block Crossing / Signalized Intersection /  
Passage à mi-pâté/intersection avec feux de signalisation
-  Street Tree Planting / Plantation d'arbres le long des rues








**Cardinal Creek Village**  
 AREA-SPECIFIC POLICY  
 AREA 42 – VOLUME 2C  
**Schedule 42.A – Designation Plan**



 Cardinal Creek Village Boundary / Village de Cardinal Creek

**Village de Cardinal Creek**  
 POLITIQUE PROPRES À  
 UN SECTEUR DONNÉ  
 ZONE 42– VOLUME 2C  
**Annexe 42.A – Plan de désignation**

 Area / Secteur A  
 Area / Secteur B

 Arterial / Artère  
 Major Collector / Grande collectrice  
 Major Collector - Future / Grande collectrice - Future

