

A vertical strip on the left side of the page, composed of various colorful icons representing different aspects of city life: a pair of glasses, a building, a car, a bridge, a person swimming, a calendar page with '2A', a city skyline, a person on a bicycle, a house, a factory, and a tree.

# Annotated version of the Official Plan

Showing proposed changes as per  
Amendment No. 150

**DRAFT FOR INFORMATION  
PURPOSES ONLY**

**FOR LEGAL PURPOSES REFER TO THE  
ORIGINAL AMENDMENT ADOPTED BY  
COUNCIL**



## HOW TO READ THIS DOCUMENT

- Added or altered text is highlighted
- Deleted text is shown in ~~strike-out-text~~
- Text shown between [square brackets] is not part of the Plan or the amendment and is intended for information or direction only
- Policy numbering and cross references are updated but may change in the official consolidation of the Official Plan.
- All changes are to policies in force on the date of adoption of the OPA 150.

## Prologue

The Ottawa Official Plan is the first plan of the City of Ottawa and its guide to the 21<sup>st</sup> century. Creation of the city in 2001 brought 11 urban and rural municipalities and a regional government into one government structure, responsible for services to a population of about 800,000 living in an area of 2,760 square kilometres. Over the next 20 years, Ottawa's population will push past the one million mark, a level of growth that will open new opportunities for the city and its residents. This Plan manages this growth in ways that reinforce the qualities of the city most valued by its residents: its distinctly liveable communities, its green and open character, and its unique characteristics that distinguish Ottawa from all other places.

Ottawa is unique among Canadian cities because its boundary takes in an urban area surrounded by a large and varied countryside. Prime agricultural lands touch the city's suburbs and spread in all directions in broad plains, interspersed with wetland and forests and a fragment of Canadian Shield. But it is the rivers and waterways that are the hallmarks of Ottawa. Located at the juncture of the Ottawa River and the Rideau River and Canal, Ottawa and its history, economy and culture have been shaped by these waterways.

The Ottawa River and its tributaries form the most direct water route between the St. Lawrence River and the continental interior, making it the superhighway of the fur trade from the 17<sup>th</sup> to the 19<sup>th</sup> century. Evidence of Algonquian habitations has been found in Ottawa and throughout the Ottawa valley. The first European settlements were scattered farms and later a construction camp for the Rideau Canal was established in 1826. In the early 1800s, timber supplanted furs as the dominant good carried on the river. With its mill operations, Ottawa was the centre of this industry when it was named as the capital of the province of Canada in 1857 and as the national capital in 1867.



Today, Ottawa functions as both a national capital city on the international stage, and as an exciting yet comfortable place to call home. Parliament Hill is both a powerful national symbol and a familiar landmark to residents, a landmark carefully preserved in urban design plans prepared by both the federal government and the City of Ottawa. The green parkway system owned by the National Capital

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Commission, charged with coordinating the planning of federal properties in the National Capital Region, hosts motorcades for visiting dignitaries as well as streams of resident joggers and cyclists. The people of Ottawa celebrate Canada Day on Parliament Hill on national television, but also get together in neighbourhood parks to share their fireworks on the Victoria Day weekend.

As part of the National Capital Region, the City of Ottawa partners with the federal government as well as with the City of Gatineau in Québec on a range of issues, from the health of the river that runs between them to plans for new bridges to cross it. Together with the City of Gatineau, Ottawa is part of the fourth largest metropolitan area in Canada, with an economy to match.

Federal employment has long dominated the Ottawa economy, giving way through the 1990s to employment in high technology. With three universities and a combination of government and private research facilities, plus an active business community and well-educated work force, Ottawa is a seedbed for innovation. Future growth will depend on the city's continuing ability to develop its own talent pool and to attract talent in the international market.

Ottawa is increasingly cosmopolitan, with an estimated 1 in 4 residents born outside of Canada and 1 in 7 residents members of visible minorities. About 20 per cent of the population speaks a language other than English and French, while about 37 per cent speaks both official languages.

These are some of the qualities of Ottawa that this Plan seeks to preserve over the next 20 years. It proposes to manage growth in ways that enhance the liveability of Ottawa's existing communities while creating exciting new areas for housing, work, shopping, and recreation. The environmental integrity of the city is reinforced throughout the Plan. The city shines as both a national capital and as a great place to call home.

## Section 1 — Introduction

Section 1, Introduction, describes the role of the Official Plan. The Official Plan is one of five growth management plans that was completed under the umbrella of Ottawa 20/20.

### 1.1 – The Role of the Official Plan

The Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2031. The Ottawa Official Plan is the first plan for the new City of Ottawa and its guide to the 21<sup>st</sup> century. Creation of the City in 2001 brought 11 urban and rural municipalities and a regional government into one government structure, responsible for providing services to a population of about 800,000. Always Canada's the country's symbolic focal point, the amalgamated City of Ottawa is now among the country's most geographically extensive and populous urban areas responsible for providing services to a population of 940,000 in 2013.

Over the next 20 years By 2031, the City's population of Ottawa will push past the one million mark and possibly reach 1.2 1.1 million. This level of growth will open new opportunities for the city and its residents, but will also bring enormous change and new challenges. This Plan sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character, and the landmarks and landforms that distinguish Ottawa from all other places. The Plan also recognizes Ottawa as a capital city, as a meeting place for Canadians and international visitors, and as host to Canada's most significant political, cultural, social and economic institutions.

The Official Plan is one of the most important tools a City has to demonstrate a commitment to sustainability. This Plan has sustainability as its primary goal – where sustainable development is defined as “development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.” The Official Plan is not a tool to limit growth but rather to anticipate change, manage it and maintain options. It recognizes the need to consider the social, economic, environmental and cultural outcomes of land use decisions and how these will affect future generations.

The Official Plan is also a legal document that addresses matters of provincial interest defined by the Provincial Policy Statement and that guides the review of development applications made under the *Planning Act*.

All North American urban areas are faced with declining ecosystem capacity (e.g. deforestation, soil erosion, toxification, resource depletion) and increased demand on the ecosystem. Population growth, bigger cars and houses, growing consumerism, and the amount of refuse we generate cause this demand. Sustainability recognizes that our economy is a particular subsystem of the ecosystem. As such, it is dependent on the environment, both as a source for inputs (raw materials) and as a sink for outputs (waste). This means that sustainability requires increased coordination of policies and activities, broadened stakeholder involvement, and most significantly a concern for the long term impacts of our decisions. It requires integrated planning—and a collaborative decision-making framework.

In addition to the challenges of managing growth and change, the City also faces many challenges common to large cities such as road congestion, water quality in some rivers and streams, and greenhouse gas emissions. [OMB decision #1582, June 17, 2005]

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The Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2031. It is a legal document that addresses matters of provincial interest defined by the Provincial Policy Statement under the *Ontario Planning Act*.

The City of Ottawa and the Committee of Adjustment, in carrying out their responsibilities under the *Ontario Planning Act*, shall have regard to, among other matters, matters of provincial interest such as,

- a. the protection of ecological systems, including natural areas, features and functions;
- b. the protection of the agricultural resources of the Province;
- c. the conservation and management of natural resources and the mineral resource base;
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e. the supply, efficient use and conservation of energy and water;
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. the minimization of waste;
- h. the orderly development of safe and healthy communities;
- i. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- j. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- k. the adequate provision of a full range of housing;
- l. the adequate provision of employment opportunities;
- m. the protection of the financial and economic well-being of the Province and its municipalities;
- n. the co-ordination of planning activities of public bodies;
- o. the resolution of planning conflicts involving public and private interests;
- p. the protection of public health and safety;
- q. the appropriate location of growth and development;
- r. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The Province issues Provincial Policy Statements from time to time to provide direction on the above matters of provincial interest. Where these are in effect, the decisions of the City and the Committee of Adjustment shall be consistent with the Provincial Policy Statement that is in effect on the date of the decision.

But beyond this legal purpose, the Plan serves as a basis, or provides guidance on, for a wide range of municipal activities. These include:

- The planning and approval of public works to be carried out by the City in support of future growth, including sewage and water treatment infrastructure, roads and transit facilities, and public parks;
- The drafting of a new comprehensive zoning by-law, which will help translate planning policies into a finer level of detail;
- The creation of community design plans, which will articulate key elements of community design as well as help establish local implementation priorities;
- The review and approval of development applications to provide guidance to prospective developers and landowners who want to alter existing land uses;
- The preparation of more detailed guidelines on a range of policy matters such as Environmental Impact Statements and community design;
- The preparation of annual municipal budgets and long-term plans for capital spending;
- Provision of a land use context for other studies such as Environmental Assessments. [OMB decision #1582, June 17, 2005]

**DRAFT FOR INFORMATION PURPOSES ONLY****Algonquins of Ontario Land Claim Interest**

Lands within the jurisdiction of the City of Ottawa fall within traditional Algonquin territory. In light of the recognized status of the ongoing Algonquins of Ontario Land Claim with the Government of Canada and the Government of Ontario, specifically with respect to Crown Lands, it is acknowledged that land use planning in the city will, when it is available, take into account the Land Claim Settlement Agreement.

~~Through these and other implementing mechanisms, this Plan will ensure that growth “works” for Ottawa that it will serve as a basis for realizing our collective vision of a liveable, prosperous, and sustainable city.~~

~~[Amendment #76, OMB File # PL100206, September 07, 2011]~~

**1.2 – Structure of the Official Plan**

~~This Plan is organized into four main sections (in addition to this introduction), which move from the most general planning principles to practical implementation measures. Section 2 lays out the strategic policy directions the City will follow over the coming years. Section 3 of the Plan establishes land use designations and the associated policies. Section 4 covers matters related to the review of development applications, while Section 5 deals with more specific issues related to implementation and interpretation of the Plan, including the monitoring framework. Volume 2 includes secondary plans, site-specific policies and Village plans.~~

~~The various sections are closely linked and are not meant to be read in isolation. Individual topics, such as the desire to create more transit-friendly communities, are raised in the various sections of the Plan as the text moves from an articulation of general principles in Section 2, to the more practical details related to implementing the principles found in later sections of the Plan. In order to help the reader navigate the Plan, an index and glossary are provided at the end of this document.~~

**1.2 The Role of Ottawa: A Capital City and a Place to Call Home**

Ottawa is the largest municipality in Canada’s Capital Region, a region of 4715 km<sup>2</sup> comparable in size to Prince Edward Island. The region takes in most of Ottawa, the City of Gatineau and all or part of eight other municipalities in Quebec and Ontario. The National Capital Commission, a federal crown corporation, is responsible for guiding development of federally-owned lands and preserving extensive natural areas owned by the federal government. It works closely with Ottawa, Gatineau and other municipalities in the region on interprovincial travel and sustainable transportation issues.

At the centre of Canada’s Capital, Ottawa represents Canada to other Canadians and to the rest of the world. The city hosted more than 8 million visitors in 2010, many attracted by national museums, institutions and monuments that express the country’s history, culture and values. Ottawa is also the meeting place for federal political leaders, international delegations and national.

Parliament Hill and the federal institutions in the central area create the image of Ottawa held by visitors and residents alike. The official residences of Canada’s leaders, the embassies, and buildings of national importance further define the capital image. In addition, the image of Ottawa is one of water, greenways and open spaces. It is a city built for motorcades as well as Sunday strollers and cyclists.

Ottawa overlooks the Ottawa River, a great river forming the border between Ontario and Quebec. But the city is really centred on the Rideau River and Rideau Canal, a UNESCO World Heritage Site which joins the Ottawa River just below Parliament Hill.

Access to the Ottawa and Rideau Rivers and Rideau Canal are a legacy of Jacques Gréber’s *Plan for the National Capital* in 1950. The legacy of this plan includes federal office complexes as well as parkways



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along the Ottawa River and the Rideau Canal on rights-of-way cleared by the relocation of rail lines through the central area.

The federal plan also created the National Capital Greenbelt, a 20,000 ha greenspace planned to surround and contain urban growth. However, suburban development started outside the Greenbelt in the 1960s and this area is now home to Ottawa's newest communities. The Greenbelt today provides green vistas for cross-town travellers and adjacent neighbourhoods. In some areas it blends seamlessly into the rest of the rural area, which occupies about 90 per cent of the municipality.

Like the Greenbelt, the rural area contains extensive agricultural areas as well as a rich mosaic of woodlands, wetlands, creeks and valleylands. Its villages and cross-roads hamlets suggest the agricultural history of the region but many rural communities have grown to house families seeking a rural lifestyle.

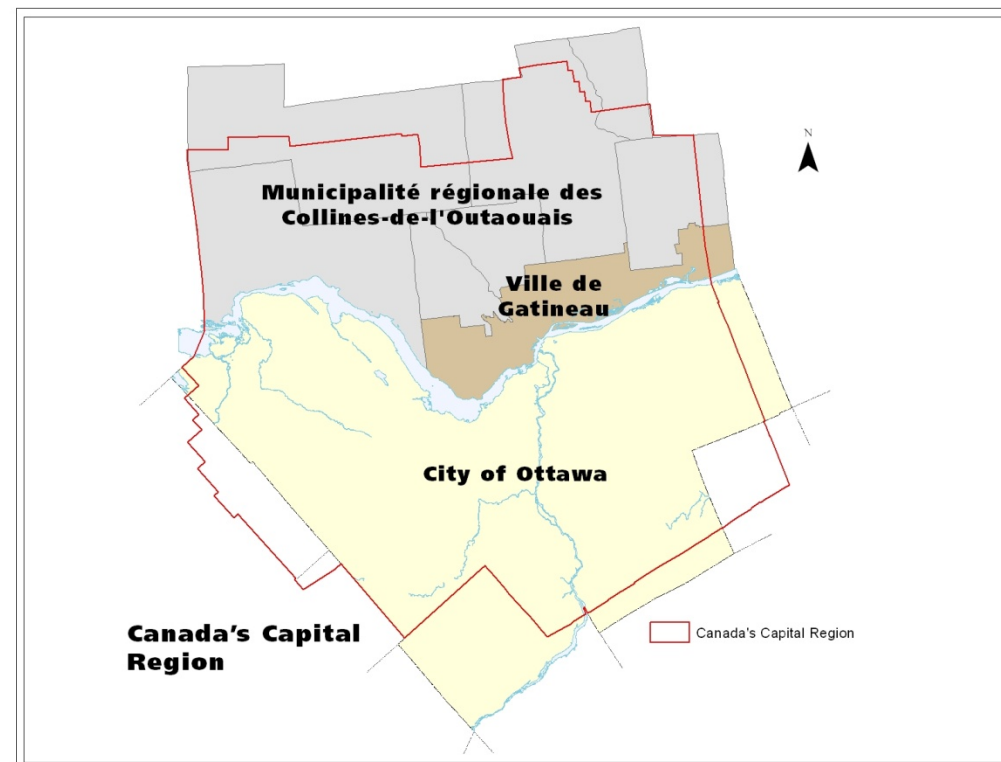


Figure 1.1 – Canada's Capital Region

### 1.3 – The Challenge Ahead

Ottawa is facing new challenges in the 21<sup>st</sup> century that require new responses.

**A shifting global economy.** As part of a global economy, Canada's economic health is tied to events around the world and within the United States, its major trading partner. Federal government employment accounts for about one in every five workers<sup>1</sup> in the city and helps buffer widespread downturns. Yet the city is also vulnerable to government down-sizing and diversification is needed to strengthen economic

<sup>1</sup> Statistics Canada. Federal Government Employment. Wages and Salaries. September 2010.  
*City of Ottawa Official Plan - Draft Amendments – 11 December 2013*



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stability. The City needs to continue to provide the infrastructure, employment land and housing that makes Ottawa a good place to live and do business.

**Energy Costs and Consumption.** Heating and cooling systems in buildings account for the largest share of energy consumption in Ottawa, although automobiles and other forms of transportation are consuming increasing amounts of energy. Concerns about rising energy costs and the long-term environmental effects of energy consumption have increased the desire for more environmentally sustainable forms of housing and transportation.

**Climate Change.** Predictions of the effects of climate change on Ottawa indicate a warmer and drier climate in the future, with more extreme weather events in the form of heavy rain, ice storms, and prolonged heat spells. The City's experience to date has underscored the need to be ready for emergencies and to safeguard the elderly and other vulnerable people. Woodlands and wetlands will continue to be valued as a means to manage the flow of surface water.

**Population Change.** Perhaps the most significant change is the aging of the baby boomers over the next 20 years and a doubling of the population over age 65. Ottawa will also continue to become more diversified through overseas immigration, provided the city continues to maintain a globally competitive position in terms of quality of life and economic opportunities.

**Affordability.** In the past, municipalities focused their infrastructure investments on providing the infrastructure needed to support urban expansion and rural development. The considerable growth that has occurred since the 1950s has left Ottawa and other municipalities with a legacy of roads, bridges, buildings and other infrastructure that now require significant investment to maintain them in good repair. Faced with a need to substantially increase annual spending on infrastructure renewal in the built-up area over the next 10 years, Ottawa has adopted a Comprehensive Asset Management Program to prioritize investments and ensure best value to taxpayers. The City also needs to pursue a more affordable pattern of growth based on higher densities and increased use of transit. This pattern allows for more efficient use of municipal infrastructure and reduces the need to build and maintain roads over their life-cycle. This pattern is compact and allows for more efficient delivery of municipal services such as solid waste collection and emergency services that are costly to provide over large areas.

**Health.** In 2011, half of adults in an Ottawa survey reported that they were either overweight or obese.<sup>2</sup> A lack of physical activity is a key contributor to the incidence of obesity. Physical inactivity and obesity contribute to the risk of developing chronic diseases, such as type 2 diabetes, heart disease, strokes, some cancers, and reduced psychological well-being. Healthy lifestyles and daily physical activity is supported in communities where residents can easily and safely walk or cycle to transit stops, schools, or to local stores and services. These trips also create opportunities to meet neighbours and help build a sense of community.

Sustainable, liveable and resilient communities can help Ottawa meet the challenges of the 21st century. They are characterised by opportunities for active transportation including safe walking and cycling facilities, good transit service, well-connected streets and open space, and a mix of housing with convenient access to shops, services and places to work. Attention to urban design creates spaces and buildings that look good and function well. Quality of life is supported by building:

- A more affordable, compact urban area where walking, cycling and transit are attractive options and there is less reliance on private automobiles;
- A healthier citywhere there are everyday opportunities to socialize and safely walk or cycle;

<sup>2</sup> Ottawa Public Health. Healthy Eating, Active Living and Healthy Weights 2012.  
[http://ottawa.ca/calendar/ottawa/citycouncil/obh/2012/05-07/HEAL\\_Report2012\\_EN\\_Final\\_Updated\\_May072012.pdf](http://ottawa.ca/calendar/ottawa/citycouncil/obh/2012/05-07/HEAL_Report2012_EN_Final_Updated_May072012.pdf)  
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- Community-based food production into urban areas, through edible landscapes, community gardens and small and mid-scale urban farms;
- Convenient access to services and facilities that allow seniors to retain their independence in the community and families to raise children in a safe and stimulating environment;
- More prosperous cities, where efficiency, design excellence, and cultural vitality make Ottawa a good place to work and do business;
- A greener and cleaner city, with less air pollution from traffic and less consumption of energy for travel and housing;
- Compact communities that use land efficiently and decrease the pressure to build on farmland and natural areas.

### **1.3 – The Ottawa 20/20 Process and the Guiding Principles**

This Official Plan has been prepared within the broader context of the Ottawa 20/20 initiative, a two-year planning process that will prepare the City to better manage the growth and change that it will experience over the next 20 years. The goal of the Ottawa 20/20 initiative is sustainable development. The classic definition of sustainable development is: “Meeting the needs of the present without compromising the ability of future generations to meet their own needs”<sup>1</sup>. Sustainable development is a strategy that requires the integration of economic growth, social equity, and environmental management. It is about ensuring a better quality of life for everyone, now and for generations to come.

Ottawa 20/20 is a framework for managing growth through five growth management plans to be completed by the spring of 2003. Taken together, the five growth management plans provide long-term strategic direction and form a comprehensive blueprint for the future of Ottawa and its communities. The five plans complement each other and will work together. In the spring of 2002, Ottawa conducted a series of public consultations designed to help establish the principles that would guide the city’s growth. The “Charting a Course” consultations produced seven guiding principles that were endorsed by City Council in June 2002 and have become the backbone of the Ottawa 20/20 initiative. In addition to guiding the preparation of all growth management plans within the City of Ottawa, these principles will also guide the municipality’s day-to-day decision-making.

The seven principles and accompanying objectives are equally important and must be balanced when making decisions.

The principles are:

#### **A Caring and Inclusive City**

- **Personal Safety and Security**—All people feel safe in their homes and communities.
- **Access to the Basics**—All people have access to adequate income, food, clothing, housing, transportation, health services and recreation.
- **Citizen Engagement**—Everyone has the opportunity to fully participate in the life of their community.
- **Diversity**—The people of Ottawa respect and celebrate cultural and social diversity, and have access to services that are responsive to special and differing needs.
- **Seniors**—Seniors have access to community services that respond to their needs.

#### **A Creative City Rich in Heritage, Unique in Identity**

- **A Proud City**—The people of Ottawa are proud of their city and treasure its identity as a wonderful place to live.

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- **A Capital City**—We cherish the city's amenities, recognizing that as Canada's capital city, we have a rich variety of things to do. Being the nation's capital brings us tourists, gives us the national cultural perspective and a window to the world.
- **Vibrant Local Arts and Heritage**—Local arts and heritage give us community vitality; a path to creativity and innovation; and a sense of who we are.
- **Culture in Every Community**—Culture is present in every community through libraries, local museums and archives, the preservation of our heritage buildings, opportunities for artistic expression, and places that present and connect local arts to people.
- **Distinct Rural Countryside**—Ottawa's rural areas are distinct from the urban areas—its rural landscapes, villages and heritage are valued by all.

**A Green and Environmentally Sensitive City**

- **A Green City**—Ottawa preserves natural habitats and has a network of green spaces. Trees are an important way of maintaining environmental integrity.
- **Development in Harmony with the Environment**—Using land wisely, development builds within the current urban boundary and avoids outward sprawl.
- **A Focus on Walking, Cycling and Transit**—Ottawa implements policies that favour walking, cycling and public transit over the use of private motor vehicles, thereby facilitating the use of modes of transportation that are socially accessible, environmentally healthy and economically feasible.
- **Clean Air, Water and Earth**—All people work to improve the quality of the natural environment; limit noise and light pollution; and protect natural resources and agricultural lands.

**A City of Distinct, Liveable Communities**

- **A Sense of Community**—All communities look right and feel right. They have an identity that defines them and fosters pride and belonging among residents.
- **Complete Communities**—Ottawa's communities have a variety of housing choices, employment, parks and a wide range of services and facilities accessible by walking, cycling and transit.
- **Easy Mobility**—Communities are easy to get around and barrier free for the disabled. There are wide sidewalks and recreational pathways; there is frequent, accessible transit service.
- **Beauty**—Ottawa's communities are pleasing to the eye. They are interesting, clean, and benefit from an abundance of trees.

**An Innovative City Where Prosperity is Shared Among All**

- **Strong Export-Based Economic Generators**—Ottawa develops and supports local innovators to create a critical mass of knowledge and experience that attracts venture capital, more talent, and spins off new companies.
- **Strong Local Business**—Ottawa's local businesses thrive in an environment that provides opportunities for entrepreneurship, tourism and commerce.
- **Strong Rural Economy**—All people recognize and support the special role of agriculture, rural businesses and tourism in our economy.
- **Connecting People to Opportunities**—Citizens have access to quality training, information, education and community services that provide support to overcome barriers; increase employment; reduce poverty; and create opportunities to participate in the community.
- **Connecting Businesses to a Skilled Workforce**—Ottawa's skilled workforce attracts businesses to our city that in turn provide quality jobs.

**A Responsible and Responsive City**

- **Accountability**—The City demonstrates leadership by following through and sticking to its decisions and by conducting on-going strategic monitoring and making appropriate adjustments.
- **Fiscal Responsibility**—The City does not spend more than it can afford. It looks for innovative ways to fund and deliver services and makes efficient use of its infrastructure and resources.

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- **Conduct an Open and Participatory Process**—The City conducts business in a broad and open way that makes it easy for everyone to participate and collaborate.
- **Partnerships**—The City works with other levels of government, the private sector and community-based organizations to achieve objectives.
- **Public Awareness**—The City educates the public about important issues in order to raise awareness and understanding to enable the public to make knowledgeable choices.

**A Healthy and Active City**

- **Recreation and Sport**—Citizens have the opportunity to participate in a broad range of recreational pursuits, personal fitness and sport activities.
- **Community Facilities**—Recreation, arts and heritage facilities are provided to meet both local and city-wide needs.
- **Accessibility**—Citizens have access to affordable and barrier-free facilities, programs and services.
- **Health Protection and Promotion**—Citizens have access to community-based social and health promotion services.

<sup>1</sup> *Our Common Future (1987), final report of the World Commission on Environment and Development (Brundtland Commission).*

## 1.4 – Ottawa’s Growth Management Plans

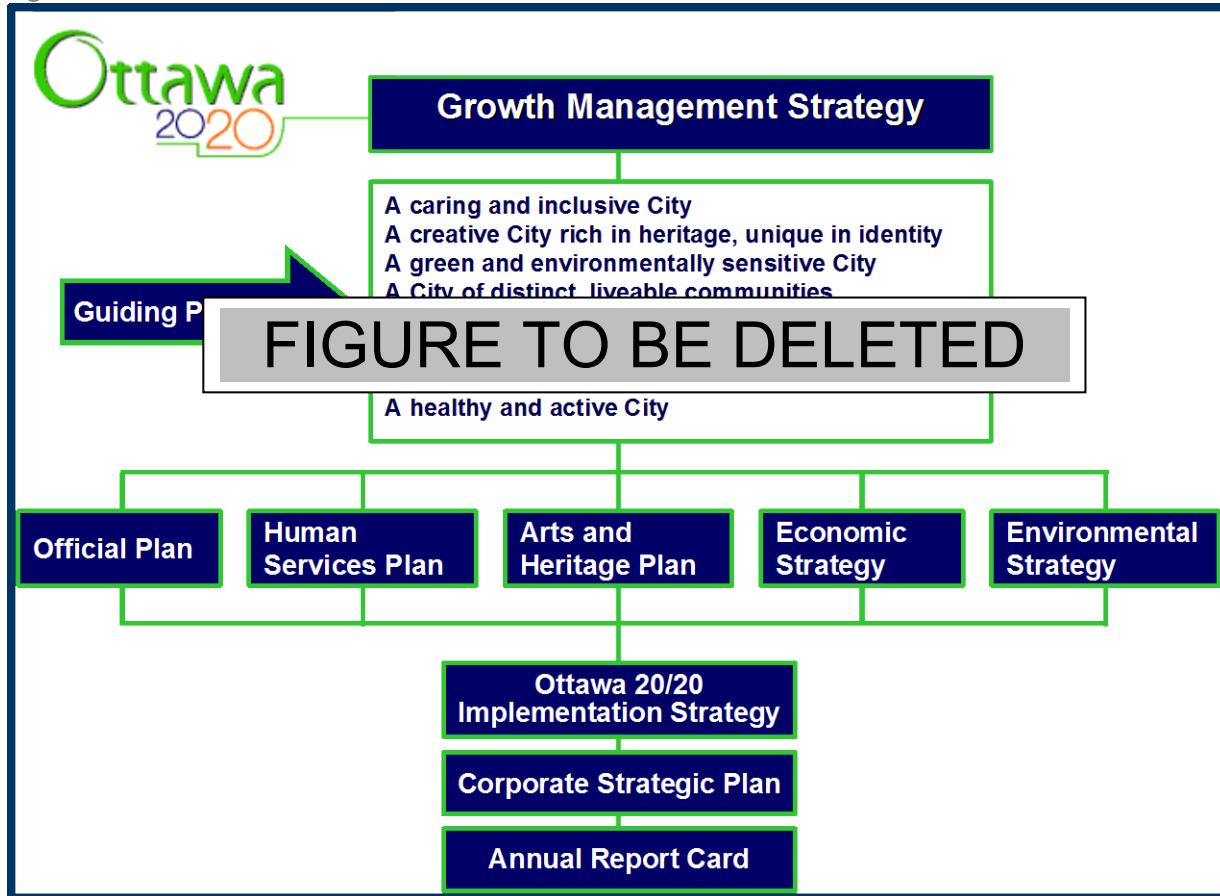
The five growth management plans focus on the strategic priorities needed to turn these principles into more concrete policy directions that can guide staff and City Council in their decisions as they balance competing priorities. Besides the Official Plan, the City’s growth management plans are:

- **Human Services Plan**—From libraries to affordable housing, respecting our cultural diversity, emergency services, self-sufficiency through employment, celebrating the arts and consideration of our seniors, the Human Services Plan describes what People Services and Emergency and Protective Services can do and how the City will meet the needs of citizens in the future.
- **Arts and Heritage Plan**—Champions culture and creativity. Identifies new initiatives and actions in areas such as access to cultural opportunities, public art, heritage preservation, cultural facilities development and tourism.
- **Economic Strategy**—Building on the success and momentum of the Economic Generators Initiative, the Economic Strategy establishes policies to continue growing a strong and diverse economy. It includes plans for key Ottawa business markets: the export sector, the local market and the rural sector.
- **Environmental Strategy**—Focuses on the responsible management of all aspects of the City’s environment. It sets the direction and establishes a comprehensive approach to create sound environmental management in City practices and policies.

With these other growth management plans in place, the Official Plan focuses on the land use, community design, transportation and infrastructure policies necessary to direct the physical development of the city. Consequently, some of the non-land use policies found in the Official Plans of the former municipalities making up the new City of Ottawa are not contained in this Official Plan. Thus, it is important to interpret this Plan in the context of the overall Ottawa 20/20 initiative, which provides a comprehensive framework for managing growth in the City. Figure 1.1 illustrates the relationship among the various components of Ottawa 20/20.

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Figure 1.1 — Ottawa 20/20



The Implementation Strategy will link the strategic priorities from the Ottawa 20/20 plans with the long-range financial planning and budgeting processes and will establish a framework for collaborating with the City's many partners. The Corporate Strategic Plan, to be developed during 2004, will provide internal administrative and organizational processes necessary to support Ottawa 20/20 and its associated plans.

Progress towards implementing the strategies expressed in the plans will be assessed on an annual basis through the production of a Report Card based on quantitative and qualitative indicators. The report card will help track the cumulative effects of incremental decisions and their interactions, and help monitor whether public spending is serving real needs and achieving the desired results. The Ottawa 20/20 plans will be reviewed every five years to assess whether amendments are necessary.

## 1.5 — Supporting Plans

The Official Plan provides direction to several supporting plans that provide a greater level of detail on important issues than is practical in the Official Plan itself. These plans contain infrastructure program elements and strategies supportive of the policy directions contained in the Official Plan. For example, the Official Plan sets direction for the Transportation Master Plan by expressing Council's strategic policies on transportation, such as its targets for the share of trips by transit and other modes of travel. The Transportation Master Plan enhances the Official Plan's policy framework and describes the infrastructure and transportation networks needed to meet Council's objectives, based on more detailed analysis and network modeling. The Official Plan includes the transportation networks developed through

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the Transportation Master Plan, but not at the same level of detail. In all cases, the supporting plans are building on the substantial base of policy and direction that was in place in former municipalities. The Official Plan clearly indicates where it links to specific supporting plans. [OMB decision #1582, June 17, 2005]

The main supporting plans that have been or are being developed are:

- **Transportation Master Plan**—A comprehensive plan that sets out the City's approach to managing and meeting the demand for transportation facilities, including walking, cycling, transit and roads;
- **Infrastructure Master Plan**—An integrated planning and system management document which coordinates the City's efforts in meeting the demand for public water, wastewater, and stormwater services;
- **Greenspace Master Plan**—Characterizes and evaluates all components of greenspace in the city as a basis for a range of policies related to protection, acquisition and management.

Throughout the Official Plan are references to studies and plans that will enhance existing land-use policies. These have been gathered together in summary format in Section 5. Official Plan policies or land-use schedules may be needed to implement any of these plans. In these cases, implementation will require an amendment to the Official Plan, following the requirements of the *Planning Act*. Other mechanisms for the implementation of Master Plans and other plans or studies may include such initiatives as demand management programs, improved management or operation of infrastructure, and public education programs. These actions would not require an amendment to the Official Plan. [OMB decision #1582, June 17, 2005]

## **1.4 Building a Sustainable Capital City**

Council has adopted this Plan to help achieve its vision of a sustainable, resilient and liveable city. This vision is expressed through goals for the sustainability of Ottawa that are framed in the City's Strategic Plan. These goals ensure that decisions take into account their long-term impacts on Ottawa's economic prosperity, environment, social well-being, and culture and identity.

The City's Strategic Plan identifies the goals for the long-term sustainability for Ottawa as:

**Health and Quality of Life**

*All residents enjoy a high quality of life and contribute to community well-being*

**Economic Prosperity**

*Economic prosperity supports local people, community well-being, and ecological health*

**Culture and Identity**

*Cultural vitality and diversity contribute to the region's strong identity*

**Biodiversity and Ecosystem Health**

*Ecosystems are healthy, protected and support biodiversity*

**Governance and Decision-Making**

*Decision-making is open, informed and inclusive*

**Climate Change**

*The region adapts to a changing climate*



**DRAFT FOR INFORMATION PURPOSES ONLY****Energy**

*Energy is used efficiently and supplied from green, renewable sources*

**Connectivity and Mobility**

*Walking, cycling, and transit are residents' first choices for transportation*

**Materials and Solid Waste**

*Waste is reduced towards zero*

**Water and Wastewater**

*Water resources are cherished, conserved and protected*

**Housing**

*Housing options are green, healthy and meet the needs of the whole community*

**Food and Agriculture**

*The local food system is sustainable and provides residents with healthy and affordable food*

The Official Plan contributes to the achievement of these goals by setting directions for managing growth, providing infrastructure and protecting the environment. The Plan shows how the City will manage growth so that development is compact and land within the urban boundary is used efficiently. This pattern reduces impacts on agriculture land and local food production and helps preserve the biodiversity and eco-system health of natural areas. The Plan maps Ottawa's natural heritage system and requires careful analysis and mitigation of potential development impacts on woodlands, wetlands and other natural features. Water runs throughout the natural heritage system and is protected through policies on how the City manages stormwater in urban areas and permits servicing in rural areas.

Combined with walking, cycling and transit, compact development reduces energy consumption and impacts on the environment. Together, compact development and sustainable transportation result in affordable options for providing municipal services and infrastructure as well as affordable options for housing and travel for many households.

The Plan supports sustainable, liveable and resilient communities and the quality of life of all residents. It supports the long-term sustainability of Ottawa in concert with other plans approved by Council. These plans include:

- **Renewed Action Plan for Arts, Heritage and Culture** – The action plan builds on Ottawa's strengths, and sets out a path aimed at reaping the major economic impacts and the positive social and environmental benefits of cultural activities in Ottawa.
- **Partnerships for Prosperity** – Ottawa's economic strategy focuses on international competitiveness, brand and market development, and City leadership in shaping economic directions. It seeks to balance business prosperity with social equity, environmental responsibility, and cultural expression.
- **Environmental Strategy** – The strategy sets the direction and establishes a comprehensive approach to create sound environmental management in City practices and policies.
- **Parks and Recreation Master Plan** – The plan proposes a set of operating principles and strategic recommendations to guide the development and implementation of parks and recreation services.
- **Older Adult Plan** – This plan addresses the specific needs of Ottawa's older residents now and in the future, in such strategic areas as transportation, housing, communication and information.



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- **Youth Summit Action Plan** – The City is committed to 31 actions to enhance municipal services for youth in such areas as career advice, volunteering, and youth participation in decision-making.
- **Equity and Inclusion Lens** – The lens is a tool to enable the City to be systematic, consistent and coherent in its efforts to promote equity and inclusion in all areas of municipal activity.
- **Accessibility Design Standards** – The standards optimize accessibility for new construction or redevelopment of existing facilities owned, leased or operated by the City in order to address the needs of diverse users and ensure an inclusive environment.

The Official Plan works in parallel with several supporting plans that take their direction from policies in the Official Plan, particularly its directions on growth and how it will be managed to 2031. The main supporting plans are:

- **Transportation Master Plan** – This plan is a comprehensive plan that sets out the City's approach to managing and meeting the demand for transportation, including priorities for future infrastructure. This plan is supported by the **Ottawa Cycling Plan** and the **Ottawa Pedestrian Plan**, which propose infrastructure, policies, and programs to increase sustainable travel.
- **Infrastructure Master Plan** – An integrated planning and system management document, the Infrastructure Master Plan coordinates the City's efforts in meeting the demand for public water, wastewater, and stormwater services;
- **Greenspace Master Plan** – All greenspaces in the urban area are characterized and evaluated in this plan as a basis for policies on greenspace protection, acquisition and management.

Council implements its Official Plan and supporting plans through its decisions on how land is used and where public funds are invested. These decisions include:

- Review and approval of development applications from developers and landowners who want to change how their land is used;
- Amendments to the Zoning By-law for specific sites or types of activities such as parking, that are consistent with the Official Plan;
- Creation and updating of community design plans to guide development in new communities and change in established ones;
- Approval of detailed guidelines on a range of policy matters such as Environmental Impact Statements and community design;
- Planning and approval of public works to be carried out by the City to support future growth, including water and wastewater infrastructure, roads and transit facilities, and public parks;
- Preparation of annual municipal budgets and long-term plans for capital spending.

Implementing this Plan will require the cooperation of a wide variety of actors outside the municipal administration, not only because they must respect the Plan, but also because they have the mandate, experience and expertise to implement much of it. The City must partner with the provincial and federal governments, including the National Capital Commission, as well as the City of Gatineau and the Province of Québec, on issues related to transportation infrastructure, management of natural resources, economic development, and more. The private sector, including builders and developers, has an increasing role to play through partnerships with the City. Examples include building and managing facilities and services, economic development, provision of mixed use projects, and more. A host of agencies such as the Conservation Authorities, school boards, and non-profit and cooperative housing associations have responsibilities that contribute to the quality of life in Ottawa. Finally, individuals and

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community groups do much to define public issues and solutions and their on-going participation is essential to implementing this Plan.

**1.5 Structure of the Official Plan**

This Plan is organized into five main sections, moving from general planning principles to practical implementation measures. The Plan should be considered as a whole, from the broadest strategic principles through to specific directions for implementation.

Section 1:	Introduction.
Section 2:	The strategic policy directions the City will follow over the coming years.
Section 3:	Policies for the land use designations in the city, and guidance regarding the types of land uses that are permitted in the land use designations.
Section 4:	Matters related to the review of development applications.
Section 5:	Specific issues related to implementation and interpretation of the Plan.
Schedules:	Land use designations.
Annexes:	Some of the Annexes form part of this Plan, while most do not. Section 5.4, policy 2 lists those that do.
Volume 2:	Secondary plans, site-specific policies and the Village plans.

**1.6 – How the Guiding Principles are Addressed in the Official Plan**

Each of the five growth management plans addresses the guiding principles from its unique perspective. The Official Plan addresses the principles from a land-use and community design perspective. The following points indicate some of the ways that the Official Plan responds to each principle. The details and scope of each are found in Sections 2, 3, 4 and 5 of the Official Plan.

**A Caring and Inclusive City**

- Housing policies support increased availability of affordable housing and address the integration of a range of housing into all neighbourhoods to meet the varied needs of all household types including families, seniors and young people.
- Safety and security is addressed by policies on community design, floodplains, contaminated sites and unstable slopes, as well as a safe transportation system.
- Community design plans will be prepared for growth areas of the city using a collaborative planning approach that directly involves residents and other stakeholders.
- A better-balanced transportation system, which puts more emphasis on transit, cycling and pedestrian facilities, and improves mobility and access for all citizens, including those who do not own a car.

**A Creative City Rich in Heritage, Unique in Identity**

- Compatibility criteria address urban and rural historic sites and strengthen the identities of local communities.
- A series of policies preserve Ottawa's built heritage of architectural, historical, and cultural significance.
- Community design plans help create complete communities.
- Amenities are protected and enhanced (river shores, parks, trails).
- A design-oriented strategy places greater emphasis upon quality design. How the pieces go together in a three-dimensional way, through quality buildings, streets and open spaces, will become more important than traditional planning criteria.

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- “Context” and “fit” are important considerations in terms of the evaluation and approval of compact, mixed-use development.
- The incorporation of public art in buildings, civic works, and landscapes is encouraged.
- The City supports the Central Area as a focal point. More people choose to live downtown because of the quality of life it offers.
- Rural development is focussed on Villages, and agricultural lands and environmental features are preserved.

**A Green and Environmentally Sensitive City**

- Planning on the basis of natural systems to protect and enhance natural processes and ecological functions (e.g., watershed planning, groundwater and surface water protection and greenspace policies) is supported.
- Policies to protect natural diversity (e.g., urban and rural woodlands, wetlands, and wildlife habitat) are provided for.
- Natural resources (e.g., agricultural land, minerals, and natural environment areas) are designated and protected.
- Soil contamination is identified and dealt with.
- Focusing on alternative modes of transport and reducing the reliance on the automobile improve air quality.

**A City of Distinct, Liveable Communities**

- Community design plans provide specific criteria for areas identified for intensification and ensure planning policies respond to the specific needs and opportunities of those communities.
- The qualities that make neighbourhoods special and contribute to their identity are valued in any consideration of land use change.
- A mix of land uses, housing types, compact and inclusive development, clustering of neighbourhood facilities and services and excellent pedestrian connections make communities more complete as well as walkable. Their attractiveness and pedestrian functions are increased by proactive urban design that improves the relationships between public and private land uses, built forms and the surrounding landscape. [Amendment #76, August 04, 2010]
- Liveability is addressed by accommodating new growth and development in a more sustainable manner utilizing compact, mixed-use built form principles, including a moderate increase in density.
- In underdeveloped areas, density is increased by adding more buildings in appropriate locations.

**An Innovative City Where Prosperity is Shared Among All**

- Sufficient serviced urban land is provided to meet long-term employment needs and move towards a balance of jobs and housing in communities.
- The attractiveness of the city is actively cultivated as a major contributor to its economic health and vitality.
- A full range of commercial goods and services for residents is available at appropriate locations throughout the city.
- A strong, healthy business community is supported by the city.
- Home-based businesses are permitted throughout the city.
- A full range of employment activities are accommodated in the Central Area and a strong and vibrant downtown is actively supported.
- A wide range of economic development activities—from farming and tourism to home-based businesses—is permitted in the rural area.
- The transportation system is keyed to land use, such as high-quality transit to employment nodes.
- Land use intensification, infill development, and mixed-use development are reinforced in order to improve the business environment, make service provision more efficient and enhance the quality of life.

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- ~~Partnerships and innovative approaches are explored to work with the business and development community to achieve a compact, mixed-use pattern of development.~~
- ~~The provision of affordable housing by the public and private sectors is promoted as a key vehicle for sharing economic prosperity and stimulating growth.~~

**A Responsible and Responsive City**

- ~~The existing infrastructure is used more effectively. More compact and infill development reduces the need to extend infrastructure to new areas.~~
- ~~Urban growth is contained within a firm boundary that maintains good quality agricultural lands and the rural countryside, and minimizes impacts on the natural environment.~~
- ~~The link between development and public transit is strengthened.~~
- ~~Growth and development is accommodated in a more sustainable manner, utilizing compact, mixed-use urban form in appropriate locations.~~
- ~~The existing housing stock is protected and conserved.~~
- ~~The City uses the community design plan process and collaborative planning to both empower the community and achieve the objectives of the Official Plan at the local level.~~

**A Healthy and Active City**

- ~~Human and ecosystem health issues are addressed through such means as reducing the reliance on the private automobile to lessen the impact on air quality.~~
- ~~The provision of parklands, recreational pathways and facilities, community gardens, walking and cycling provide opportunities for a healthy lifestyle.~~
- ~~Policies that foster the development of more compact, mixed-use development and design policies provide opportunities for walking in a pedestrian-oriented environment.~~
- ~~Policies to protect groundwater help to ensure potable drinking water in the rural area.~~

**1.7 – Interpretation and Implementation of the Official Plan**

~~The policies contained in this Plan are designed to help guide day-to-day decision-making on land-use issues in the city. One key to translating Official Plan policies into consistent decisions “on the ground” is the zoning by-law. This comprehensive municipal regulatory document, based on wide public consultation, sets out the permitted uses, densities, and other important rules for development.~~

~~Another key tool for implementing this Plan is the provision for creating community design plans. These plans, to be developed in close collaboration with the affected communities, will provide detailed direction to development in specific areas of the city. Community design plans focus on providing solutions that are innovative and attractive while respecting the policies expressed in the Official Plan. They help interpret the general policies found in the Official Plan and ensure their relevance to each of Ottawa’s diverse communities. In all cases, it is the intent of the City to build on work that has already been completed, such as existing secondary plans, and to enhance it, where required, to achieve the objectives of this Plan.~~

~~It is important to recognize that the assumptions that lie behind the policies expressed in the Official Plan may change over the timeframe of the Plan (from 2003 to 2021). For instance:~~

- ~~Population growth may differ from current projections;~~
- ~~The demand for housing or other types of land uses may change due to emerging economic trends;~~
- ~~The supply of serviced land may be consumed more quickly or slowly than foreseen in the current Plan;~~
- ~~The City’s ability to invest in infrastructure may be restricted by financial constraints.~~

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While the Plan is conceived in a way so as to remain relevant despite minor changes in these and other variables, major changes may require the Plan to be updated from time to time. Towards this end, the City will monitor relevant conditions and make adjustments to the Plan or the implementing actions as necessary, as part of the five-year review.

The impetus to amend the Plan may also come from the planning applications, such as when a property owner requests a change in land use that is not consistent with the provisions of the Plan. Under these circumstances, City Council may consider the proposed amendment while taking into account the impact the proposed change might have on the City's ability to achieve the policies set out in the Plan. City Council will consider the compatibility with existing communities; whether the change in land use is really needed given the supply of already designated land in the same category; and the effect of the proposed change on the need for water, wastewater, transportation, and other City services.

Finally, implementing this Plan will require the cooperation of a wide variety of actors outside the municipal administration, not only because they must respect the Plan but also because they have the mandate, experience and expertise to implement much of it. The City must partner with the provincial and federal governments, including the National Capital Commission, as well as the City of Gatineau and the Province of Québec, on issues related to transportation infrastructure, management of natural resources, economic development, and more. The private sector, including builders and developers, has an increasing role to play through partnerships with the City. Examples include building and managing facilities and services, economic development, provision of mixed-use projects, and more. A host of agencies such as the Conservation Authorities, school boards, and non-profit and cooperative housing associations have responsibilities that contribute to the quality of life in Ottawa. Finally, individuals and community groups do much already to define public issues and solutions and their on-going participation is essential to implementing this Plan.

Each of these diverse entities, groups and interests has resources to bring to the table, whether they are financial, knowledge-based, motivational, or physical. The City will make the best use of this web of resources by seeking out new partnerships and innovative approaches to achieving the vision laid out in this Plan.

## Section 2 - Strategic Directions

Section 2, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 years.

### 2.1 – The Challenge Ahead

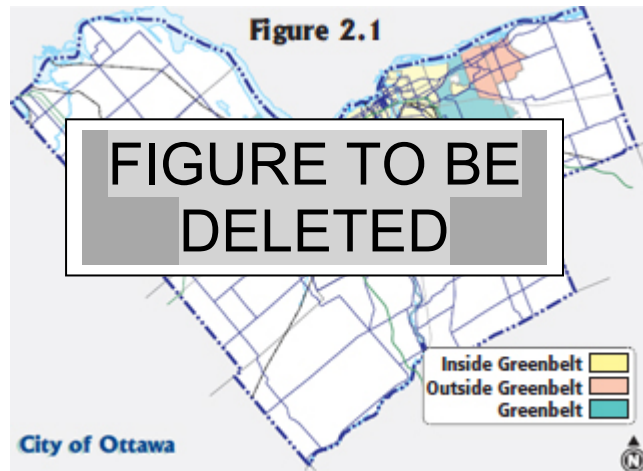
As migration from elsewhere in Canada and other countries continues, Ottawa's population is projected to grow by up to 30 per cent by 2031 compared to 2006 and because the average number of people in each household is gradually declining, the number of households in Ottawa is projected to increase even faster than the rate of population growth — by about 40 per cent over this time period. This means that approximately 145,000 new homes may be needed in Ottawa by 2031.

[Amendment #76, OMB File # PL100206, September 07, 2011]

As the children of baby boomers leave home and form their own households, both parents and children will live in smaller households. In addition, the aging of the population is creating more seniors' households. Thus, much of the demand for new housing after 2006 is expected to be for smaller units, such as apartments.

Almost two-thirds of the added housing stock will be located outside the city's Greenbelt. Many of the new dwellings there will be in the form of single detached homes, but at least 40 per cent will be either townhouses or apartments. Within the Greenbelt, where about one-third of the housing growth is expected to occur, most new housing development will be in the form of apartments.

The city's employment is expected to grow by about 170,000 by 2031, with urban job growth slightly higher outside the Greenbelt than inside it (these areas are shown in Figure 1), and some additional employment occurring in the rural areas. Projected growth to 2031 in population, households and employment (by place of work) is shown in Figure 2.2 for urban areas inside and outside the Greenbelt and for the rural area. [Amendment #76, OMB File # PL100206, September 07, 2011]





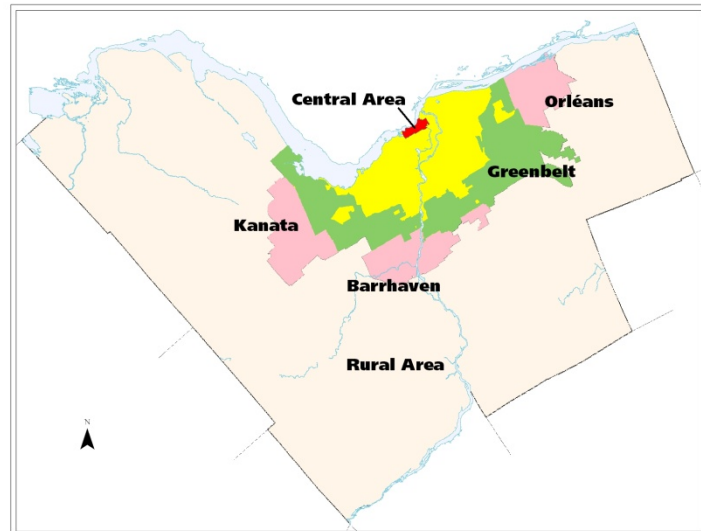
## 2.1 – Patterns of Growth

### The Geography of Growth

Ottawa has grown from a pre-Confederation lumber town to the Capital of Canada.

Ottawa's Parliamentary Precinct with its national institutions, ceremonial spaces, and distinctive boulevards dominates the city's Central Area. South of Parliament lies the city's commercial and employment centre and surrounding areas for shopping, local arts, tourist and convention facilities. The ByWard Market, a historic outdoor market dating to the 1800s, attracts a growing number of residents. A new downtown community is also developing on LeBreton Flats, a federal waterfront area served by rapid transit, that hosts the Canadian War Museum and expansive public spaces as well as housing.

Figure 2.1



Ottawa's downtown surrounds the Central Area and consists of a grid of early 20<sup>th</sup> century neighbourhoods that provides much of the area's workforce, covering the short distance to work on foot or by transit. The downtown plays a vital role in the City's growth management strategy and is critical to the economy of the city and the region that surrounds it. The downtown is the primary focus of employment, retail, cultural and day / night entertainment activities. Other employment centres include campus-style federal office areas such as Tunney's Pasture, the Central Experimental Farm and Confederation Heights. Today the Central Area and the older, adjacent communities and employment centres contain about one-third of the jobs in the city.

The Greenbelt, the largest structuring element of the city, is a largely rural expanse of federal land containing farms, woodlands, wetlands, and a few employment campuses.

Many communities within Ottawa have a long and unique history. Suburbs outside the Greenbelt such as Kanata began in the 1960s with construction of Beaverbrook, planned as a garden community. Established in 1792, the Township of Nepean straddled what later became the Greenbelt in the west. As the township's boundaries changed, its centre shifted over time from Westboro to Centrepont and followed growth south to Barrhaven. Orléans was initially settled in the mid-1840s. Establishment of the parish of St. Joseph of Orléans in 1860 strengthened the growing francophone community there. St. Joseph Boulevard, the community's major commercial street, still provides a direct route to Parliament Hill through connections with other historic main streets. Today these communities are planned around Town Centres that offer an increasing variety of shops, employment, cultural facilities and housing.

In the rural area, subdivision patterns largely give way to a mosaic of farms, natural areas, rural homes and villages. Many of Ottawa's 26 villages act as service centres for the surrounding rural area, providing businesses, schools, churches and community facilities. Some villages also attract visitors from all areas to their country markets, rural fairs, heritage buildings and hockey arenas.



### Growth in Numbers

The projected growth to 2031 in population, households and employment (by place of work) is shown in Figure 2.2 for urban areas inside and outside the Greenbelt and for the rural area. [Amendment #76, OMB File # PL100206, September 07, 2011.]

**Figure 2.2**

Projected Growth in Population, Households and Employment, City of Ottawa, 2006 to 2031				
Population				
	2006	2011	2021	2031
Inside Greenbelt	533,000	540,000	562,000	591,000
Outside Greenbelt, Urban	252,000	291,000	367,000	432,000
Rural	86,000	91,000	102,000	113,000
<b>Total</b>	<b>871,000</b>	<b>923,000</b>	<b>1,031,000</b>	<b>1,136,000</b>
Households				
	2006	2011	2021	2031
Inside Greenbelt	228,000	237,000	258,000	278,000
Outside Greenbelt, Urban	88,000	106,000	140,000	168,000
Rural	30,000	32,000	38,000	43,000
<b>Total</b>	<b>346,000</b>	<b>376,000</b>	<b>436,000</b>	<b>489,000</b>
Employment				
	2006	2011	2021	2031
Inside Greenbelt	432,000	457,000	482,000	506,000
Outside Greenbelt, Urban	72,000	95,000	128,000	162,000
Rural	25,000	26,000	30,000	35,000
<b>Total</b>	<b>530,000</b>	<b>578,000</b>	<b>640,000</b>	<b>703,000</b>
Notes:	<ol style="list-style-type: none"> <li>1. Totals may not add due to rounding</li> <li>2. 2006 figures are estimated actual; other years are projections</li> <li>3. Population and households are adjusted for Census undercounting. Population includes institutional residents; households exclude institutional residents.</li> <li>4. 2006 employment based on City of Ottawa Employment Survey, adjusted for undercounting.</li> </ol>			

[Amendment #76, OMB File # PL100206, September 07, 2011]

Ottawa's population is projected to grow by up to 30 per cent by 2031 compared to 2006, reaching an estimated 1.1 million people. Growth will largely depend on the city's continuing ability to attract a share of immigration, which accounted for almost three-quarters of net migration to the city in the 2000 to 2010 period. As the population increases, it is expected to become more diverse.

Through time, the city's population will also include more seniors. The share of the population that is 65 and over is expected to increase from about 13 per cent in 2011 to over 20 per cent by 2031. As the baby-boomers age and their children leave home, both parents and children will form smaller households and create additional demand for housing.

Much of the demand for new housing is expected to be for smaller units, such as apartments. Within the Greenbelt, where about one-third of the housing growth is expected to occur, most new housing development will be in the form of apartments. However, almost two-thirds of the added housing stock will be located outside the Greenbelt. Many of the new dwellings there will be in the form of detached homes, but at least 40 per cent will be either townhouses or apartments. The rural area is expected to take about 9 per cent of the new housing, mostly in the form of single-detached dwellings.

Employment is expected to grow by about 170,000 jobs by 2031, with job growth in the urban area being slightly higher outside the Greenbelt than inside it. The rural area is anticipated to accommodate up to 6 per cent of the new jobs.

### **The Changing Pattern**

Patterns of where residents live and work will continue to influence future transportation needs. More people will be living outside the Greenbelt, where the five urban areas are expected to receive 68 per cent of population growth and 50 per cent of employment growth to 2031. However, the area inside the Greenbelt will continue to contain the greatest concentration of people (52 per cent) and jobs (72 per cent). The need to bring people to jobs in and around the Central Area and elsewhere inside the Greenbelt will continue to create the greatest daily demand for travel in the city.

Growth will also bring an increase in travel, with total travel by all means increasing by 32 per cent as the population increases. Travel by transit will need to increase to accommodate growth plus a larger share of overall travel. This Plan supports a transit share of 26 per cent of all travel by 2031, an increase from 23 per cent in 2011. Collectively, sustainable modes (walking, cycling, transit and carpooling) will account for at least 50 per cent of all trips in the morning peak period, the balance being vehicular traffic. Achieving this target will help contain the city's need for larger roads to handle more cars, a need that has significant impacts on existing communities, the environment and municipal budgets.

Transportation modelling shows that by 2031, most transit trips will continue to converge on the Central Area and the area around it. These areas are now the most significant destinations for morning peak travel because they include or are close to many large employment centres, including two universities, Tunney's Pasture and the Ottawa Hospital Civic Campus. The City's plans to improve rapid transit to and through the Central Area respond to this need to increase commuter travel. At the same time, improved service will increase development interest in land along rapid transit routes. New development outside the Central Area along rapid transit will help disperse employment over time, although the central area will remain the single largest employment centre.

### **Managing Change**

Ottawa will meet the challenge of this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. This direction will also contribute to the needs of an aging population by enhancing accessibility to health services and community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will be compact and efficient from a servicing point of view. [OMB decision #1582, June 17, 2005]

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities. The City can secure the greatest returns on its transit investment by building at higher densities in nodes around rapid-transit stations and along corridors well-served by transit. Intensification in these locations increases transit ridership, makes efficient use of existing infrastructure and curbs the need to extend infrastructure and provide municipal services to new suburbs. This pattern of development is the most affordable in terms of the life-cycle costs of constructing, operating, maintaining, and replacing municipal infrastructure over its life span. As well, it supports the affordable provision of municipal services such as solid waste collection and emergency services that are costly to provide over large areas. On the whole, it balances the costs of servicing growth with the cost of maintaining infrastructure and providing a consistent level of services to residents.

This approach also supports liveable, sustainable communities. It ~~This approach~~ is based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary. Wherever growth occurs, it will be managed to ensure that Ottawa's communities are eminently liveable. This is a commitment that will be realized through a focus on community design and a concern for people and the quality of the spaces they occupy.

This Plan meets the challenges of growth over the next 20 years by pursuing strategic directions in ~~four~~ the following key areas:

### **Managing Growth**

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- The City will continue to support growth in ~~v~~villages to enhance their vitality, with provision for ~~v~~village expansion where it is economically feasible and environmentally sound. [Amendment #76, OMB File # PL100206, September 07, 2011]
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed use development, and served with quality transit, walking and cycling facilities.
- ~~Downtown Ottawa will be a vibrant mix of thriving economic and cultural activities within a setting that celebrates the unique qualities of both the city and the National Capital.~~
- The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.
- Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

### **Providing Infrastructure**

- A transportation system that emphasizes ~~transit, walking, and cycling~~ and transit will be built.
- Public water and sanitary wastewater facilities will be provided to reinforce the City's commitments to a compact urban area and safe and healthy communities.
- Development in the rural area will be primarily on the basis of private individual services where they are safe and environmentally sound, but in some circumstances municipal services will be provided to remedy environmental problems.

### **Maintaining Environmental Integrity**

- Air quality will be supported by a transportation system that emphasizes ~~transit, walking, and cycling, and transit~~ and by policies that protect forests, wetlands and other natural environment areas.
- Provincially and locally significant wetlands and forests will be conserved.

- The City will preserve natural features and the integrity of natural systems by directing land use and ~~approving~~ development ~~in a way and to locations~~ that maintains ecosystem functions over time.
- Greenspaces will be valued and protected for their environmental, cultural heritage, recreational, educational and aesthetic qualities.

### Creating Building Liveable Communities

- Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.
- The City will provide opportunities to increase the supply of affordable housing throughout the city ~~rural and urban areas~~.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.
- The City will provide for a wide range of ~~rural and urban~~ economic activities in suitable locations and will work with the federal government and private sector to provide a balance of jobs both inside and outside the Greenbelt.
- The design of the city, the maintenance of greenspace and the high quality of life will enhance the attractiveness of the city for business development.
- Familiar landscapes and heritage buildings will be ~~maintained~~ conserved despite on-going change.
- Rural communities will continue to be valued for their distinct economies and lifestyles.
- ~~Attention to design will help create attractive communities where buildings, open space and transportation work well together.~~
- The process of community building in the ~~urban and rural area~~ city will be open and inclusive.
- Agricultural lands will be preserved for future generations and mineral resources will be protected for extraction to ensure the economic vitality of Ottawa's farm industry, and access to locally produced food and farm products as the basis on which food security can be promoted in the community.
- Mineral aggregate resource areas will be identified, conserved and protected for long-term use.
- The City will recognize the role of small and medium-scale food production in a sustainable food system and community-based food production will be integrated into urban and rural areas, through edible landscapes, community gardens, and small and mid-scale urban and rural farms, where possible and in keeping with City policy.

~~These strategic directions are developed further in policies in this section of the Plan that guide city decision-making and the expectations of residents, developers and other planning stakeholders. Subsequent sections will translate these policies into more detailed direction on how land is to be used and how development applications are to be reviewed.~~

## 2.2 – Managing Growth

Ottawa is unique among Canadian cities because its boundary takes in an urban area, comprising many new and old communities, surrounded by a large and varied countryside. The rural area contains villages ~~There are 26 villages scattered throughout this countryside~~ ranging in size from less than a hundred to more than 5,000 people, as well as ~~The rural landscape also contains a number of hamlets, subdivisions and scattered development.~~ These urban and rural communities are part of the overall fabric of the city and are valued for their contribution to the ~~persona of the city as a whole~~ quality of life in Ottawa. [Amendment #76, OMB File # PL100206, September 07, 2011]

About 90 per cent of the growth in population, jobs and housing will be accommodated within areas designated within the urban boundary in this Plan. These are areas where services are already available or can be readily provided through the logical extension of existing services. This approach makes the best use of existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible. Concentrating growth within the designated urban area also allows for a pattern and density of development that supports ~~transit, cycling and walking~~ walking, cycling and transit as viable and attractive alternatives to the private automobile. Altogether, this strategy has the least impact on agricultural land, mineral resources and protected environmental areas, and supports a cleaner, safer, healthier city. This is the most cost-effective pattern for the provision of municipal services and infrastructure.

Growth will be distributed throughout the urban area to strengthen the city's liveable communities through:

- Intensification and infill
- Building new communities on vacant land

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. This means that pedestrians and cyclists have direct access to transit, since most transit trips are combined with travel on foot or by bicycle. Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs.

Growth will be directed towards the hierarchy of nodes and corridors that help structure the city at different scales. Nodes are activity areas built at a higher density than their surroundings, accommodating a mix of uses or a concentration of community activities. They can occur at a range of scales, from a local shopping plaza serving the surrounding neighbourhood to a dense office and apartment core in a Mixed Use Centre. New urban communities on vacant land are also anticipated to follow a growth pattern that supports this objective.

Corridors are linear routes that move people and goods via walking, cycling, transit and vehicles. Again, they are higher density and more active than their surroundings and include a greater mix of uses. The character of these corridors changes along their length, building up to higher-density nodes of activity. Throughout the urban area, linear networks of Mainstreets act as primary transit corridors, meeting places, and shopping streets for adjacent neighbourhoods. These corridors have significant potential for intensification and most are on roads where transit has priority over other vehicles.

The Central Area is the city's most intense concentration of activity and the centre of its transit system. Access to and through the Central Area will be enhanced in 2018 with completion of the Confederation Line, the first leg of Ottawa's light rail system. Light rail connections within the rapid transit system will link the Central Area to the Town Centres outside the Greenbelt and to the Mixed Use Centres inside the Greenbelt. Each of these centres has a different profile, potential for growth and identity within their community. Improved transit service and investment in infrastructure and services over time has the potential to increase ridership and opportunities for high-density, mixed-use development.

The Central Area, Mixed-Use Centres, Town Centres and Mainstreets are all identified in this Plan as design priority areas, where both the public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.

Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function.

Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

The balance of the City's growth will occur in the rural area. This growth will occur as a mix of uses in villages and as a range of rural-related uses and limited residential development elsewhere. Ottawa's rural villages are people-oriented communities. They Most villages are low in density and small in size. These are qualities that village residents value and expect to persist. Many of these villages act as service centres for the surrounding rural area, providing businesses, schools, churches and community facilities. Many urban residents know villages for their country markets, rural fairs, heritage buildings and hockey arenas. Villages also provide for a lifestyle choice that is different from living downtown or in the suburbs or on an isolated rural lot. But, a As in these other places communities, village residents of villages are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities. The character of villages will be cherished and preserved as part of the defining character of the city as a whole.

The strategy for growth and development in the rural area is to:

- Support the role of villages as the focus for employment and housing in the rural area;
- Direct growth and development to those villages where community facilities and services already exist, or to those villages where community facilities and services can be provided efficiently and there is the strongest potential for the village to evolve into a complete community; and
- Protect rural character by restricting the type and intensity of development that is permitted outside the Village designation.

Ottawa will continue to change and to prosper. The urban areas will grow, as will many of the villages. [Amendment #76, Ministerial Modification #1, OMB File # PL100206, September 07, 2011]

### 2.2.1 – Urban Area and Village Boundaries

The majority of future development will occur within the urban boundary and within the 26 villages designated in this Plan. The Provincial Policy Statement directs growth to settlement areas, which are built-up areas where development is concentrated as well as areas planned for long-term growth. Settlement areas in Ottawa are the urban area and villages. The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services. Village boundaries define the land area that will be used for village purposes within the planning period or beyond. Sufficient land is designated in the Official Plan to meet the demands for a range and mix of employment opportunities, housing and other land uses to meet the needs of the population projected by the Plan needs for 20 years. Decisions about when and where to extend these boundaries have major implications for public spending on infrastructure, for impact on resources and for the structure and character of communities. Assessing the adequacy of the current supply to meet this demand and the need for additional land requires consideration of several factors, in addition to supply and demand. For instance, the quantity of land required for different uses will depend on the average density of development and the mix of land uses achieved over time.

The most appropriate time for the City to conduct a land supply assessment is when it considers the need to review its Official Plan, as is required every five years under the *Planning Act*. The City then will then consider boundary extensions, if additional land is required, within the framework of the following policies. [Amendment #76, OMB File # PL100206, September 07, 2011]

#### **Policies**

##### **Urban Boundaries**

1. The City will accommodate approximately 90% per cent of its growth in urban areas shown on Schedule B, where urban services already exist or can be efficiently provided or upgraded. The



- boundary establishing the urban area is designated on Schedule A. [Amendment #76, OMB File # PL100206, September 07, 2011]
2. Sufficient land will be provided in the urban area to meet the City's 20-year projected requirement for housing, employment and other purposes, identified in Figure 2.2. [Amendment #76, OMB File # PL100206, September 07, 2011]
  3. ~~Every five years, the City will undertake a comprehensive review to assess t~~ The need to designate additional urban land to meet it's the City's requirements will be assessed through a comprehensive review. This assessment will consider such matters as:
    - a. The forecasted demand for additional land to accommodate the forecasted housing and employment in Figure 2.2 in the 20-year period;
    - b. 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;
    - c. The Provincial requirement to maintain a 10-year supply of land designated and available for residential development and residential intensification and a three-year supply of residential units with servicing capacity in draft-approved or registered plans;
    - d. The extent to which the existing land supply can meet the 20-year projected requirement through reconsideration of permitted land uses;
    - e. The achievement of the intensification target as identified in Section 2.2.2, policy 5, of this Plan. [Amendment #76, OMB File # PL100206, September 07, 2011]
  4. If the assessment indicates a need for additional urban land, the merit of designating land in different locations and amounts will be compared and evaluated in consultation with the community, landowners and other interested parties. The evaluation will assess:
    - a. The ability of existing or planned infrastructure to support the development of this expansion area. Infrastructure includes such matters as pipes, public utilities, roads, transit, community resources including schools and greenspace;
    - b. The need to preserve the National Capital Greenbelt, agricultural areas, mineral resource areas, and Natural Heritage System identified in this Plan. Where an urban designation is considered for any of these areas, there must be sufficient evidence that there are no reasonable alternative locations that avoid these designations. For Agriculture Resource Areas, additional justification is required to demonstrate that there are no reasonable alternatives that make use of poorer soils in the designation;
    - c. The need to provide new or upgrade existing roads, transit, water, stormwater and wastewater services, and public utilities municipal services and the cost of providing same;
    - d. Any other effect the designation would have on the City's ability to achieve the policies in this Plan. [Amendment #76, OMB File # PL100206, September 07, 2011]
    - e. ~~The methodology, evaluation criteria, scoring and weighting of criteria included in Annex 15 that are to be used to determine the lands to be added. [Amendment #76, OMB File #PL100206, June 12, 2012]~~
  5. The City will consider applications to amend this Plan to designate additional urban land only as part of the five-year ~~an~~ assessment of the urban land supply as part of a comprehensive review. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated.
  6. If, as a result of its land supply assessment, City Council amends this Plan to designate additional urban land, such an addition will be sufficiently large to create a complete new community or to complete an existing community, ~~and will be designated Developing Community (see Section 3.6.4) where future development is based on~~ The City will guide the development of additional urban land through a community design plan or an amendment to an existing community design plan and a subwatershed plan or environmental management plan. [Amendment #76, OMB File # PL100206, September 07, 2011]
  7. ~~Council shall provide funding in 2012 to permit an examination of the supply of / demand for land for employment, housing and other purposes to meet the requirements of the Provincial Policy Statement with the results of such study to be submitted to Council no later than June, 2014. The~~



long-term urban land needs of the City will be examined as part of the Choosing Our Future public engagement process. The results of the Land Evaluation and Area Review (LEAR) review and a review of the Mineral Resource policies will also be used to inform the next comprehensive update of this Plan. [Amendment #76, August 19, 2011]

### Village Boundaries

7. The City will accommodate at least 50% per cent of rural growth in Villages designated on Schedule A, where community facilities, commercial facilities, and schools and public infrastructure already exist or can be efficiently provided or upgraded. Most of this development will occur in the large and medium villages identified below. [Amendment #76, August 19, 2011]
8. Sufficient land will be provided within village boundaries to provide for a 10-year requirement for housing, employment and other purposes. [Amendment #76, August 19, 2011]
9. ~~Every five years~~ When the City will undertake a comprehensive review it will ~~to~~ assess the need to expand Village boundaries to meet ~~its~~ the requirements of policy 8. This assessment will consider such matters as:
  - a. The demand for land for housing and employment in villages;
  - b. The supply of developable land within ~~all~~ those villages identified in policy 10 and its potential to be developed. [Amendment #76, August 19, 2011]
10. The 10-year supply of land will be monitored, and an assessment of future land needs will be undertaken within each group of villages as follows:
  - a. within the largest and fastest growing villages, being: Manotick, Greely, and Richmond, considered as a group; and
  - b. within the medium-sized villages, being: Carp, North Gower, Metcalfe, Cumberland, Vars, Osgoode, Navan, Munster and Constance Bay, considered as a group.
11. Where the comprehensive review determines additional land is necessary to accommodate growth in one of the groups referred to in policy 10, the City will give priority to the expansion of a village or villages where:
  - a. a good balance of facilities and services to meet people's every day needs, including schools, community facilities, parks, a variety of housing and places to work and shop are available; and
  - b. the new land can be connected to municipal water and wastewater services (central or communal) where they already exist or can be efficiently provided.
12. Within the villages not identified in policy 10 new development, renewal and infill will continue to occur on private services and will build out the designated boundaries of these villages. No changes to the current boundaries of these villages will be considered.
13. ~~When preparing a community design plan for any particular village, Council may consider the need for expansion of that village boundary, but only within the framework of a comprehensive review of all Villages and the need for additional land. Impacts from new or expanding settlement areas (both the Urban Area and the Village Area boundaries) on agricultural operations which are adjacent to or close to the settlement area shall be mitigated to the extent feasible. [Amendment #76, Ministerial Modification #2, OMB File # PL100206, August 19, 2011]~~
13. If the assessment indicates a need to expand a Village boundary, the merit of designating land in different locations and amounts will be compared and evaluated in consultation with the community, landowners and other interested parties based on:
  - a. The ability of existing or planned infrastructure to support the development of this expansion area. Infrastructure includes such matters as pipes, public utilities, aquifers, roads, transit, community resources and greenspace;
  - b. The need to preserve agricultural areas, mineral resource areas, and Natural Heritage System identified in this Plan. Where a village designation is considered for any of these areas, there must be sufficient evidence that there are no reasonable alternative locations that avoid these designations. Additional evidence must be provided ~~for~~ where the expansion includes land in an ~~a~~Agricultural Resource ~~a~~Areas that demonstrates there are no reasonable alternatives that

- make use of poorer soils in the designation; The ability of the proposal to meet the rural servicing requirements described in Section 4.4;
- c. The need to demonstrate that the impacts of the village expansion on agricultural operations adjacent to the expansion area can be mitigated;
  - d. The ability of the proposal to meet the rural servicing requirements described in Section 4.4;
  - e. The effect of the proposed change on the structure and character of the village and the demand upon the provision capacity of existing municipal infrastructure and services within the village there;
  - f. The supply of lots within existing designated Villages and their relative suitability for development compared with the new lots that would be created by the proposed village expansion;
  - g. The proximity of the proposed expansion to the urban boundary;
  - h. Any other effect the designation would have on the City's ability to achieve the policies in this Plan. [Amendment #76, OMB File # PL100206, August 19, 2011]
14. If a proposed amendment to a village boundary is approved, development in the affected area will be require: guided on the basis of a an update of the village secondary plan or community design plan, and a subwatershed plan or environmental management plan, and a new or updated master servicing study which, among other matters, will protect the environment and safeguard drinking water supplies where groundwater is relied upon the village character. [Amendment #76, OMB File # PL100206, August 19, 2011]
15. Applications to expand a village boundary received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated.
16. The City shall conduct a comprehensive review in accordance with Section 2.2.1, Policy 9 to determine if there is a need to provide for additional land within large and medium villages, as well as the villages of Sarsfield and Constance Bay. The review shall be submitted to City Council as part of the next Comprehensive Official Plan review.

### 2.2.2– Managing Growth Intensification Within the Urban Area

Since the early 1990s municipal governments in the Ottawa area and across North America have promoted intensification as a strategy to manage growth in a sustainable way. In principle this strategy makes the best use of existing services and facilities. It has the least impact on agricultural land, mineral resources and protected environmental areas by decreasing the pressure for urban expansions. Generally, intensification is the most cost effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city. More vibrant, accessible and 'complete' communities are more compelling places to live. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle, such as climate change. And because Ottawa has an aging population, a more compact urban form will offer greater accessibility and place a wider choice of goods and services close at hand. Consequently, the policy direction of this Plan is to promote an efficient land use pattern within the urban area through intensification of locations that are strategically aligned with the transportation network, particularly the rapid transit network, and to achieve higher density development in greenfield locations. In accordance with the Provincial Policy Statement, this Plan contains policy direction for the establishment of minimum intensification and density targets within the urban area.

Physically, the pattern of intensification described by this Plan is one of a series of nodes and corridors. The Central Area is the focus, serving both as the symbolic heart of the nation and the economic and cultural nerve centre of the city. The Central Area contains the highest density development pattern in the entire city. Radiating out from the downtown is a linear network of Mainstreets. These streets perform a dual role. They carry cross-town commuters and attract shoppers from all over the city. At the same time,

they act as the primary service corridors, meeting place, and residence for the many who occupy the numerous neighbourhoods that lie along their path. Complementing and at times paralleling these linear arteries is the dedicated rapid transit network whose major stations anchor nodes of dense development, designated as Mixed-Use Centres and Town Centres. These concentrations act as mini downtowns, seeking to take full advantage of the volume of transit riders that pass through by providing complementary high density, high rise employment and residential development opportunities. Land uses around stations should serve as both origins and destinations of trips. This Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use in both directions in which the line runs throughout the day. Plans for Transit-Oriented Development Areas may be prepared to provide direction for growth in areas around transit stations, which will be implemented through such means as the Zoning By-law, Development review and improvements to municipal infrastructure. [Amendment #113, November 14, 2012]

Consequently, within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid transit network, major roads, busy commercial streets, and large tracts of vacant land.

Within lands designated **General Urban Area**, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations described above. By directing major intensification to the Central Area, along Mainstreets, and within Mixed-Use Centres and Town Centres in association with the transportation network, the stability of neighbourhoods within the General Urban Area is enhanced. Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.

The quality of the built environment is a significant cornerstone of intensification. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. This Plan requires that intensification proposals have full regard for the existing built context and a full understanding of the impacts the proposal will have on both the immediate and wider surroundings. Consequently, this Plan calls for excellence in urban design and architecture, both in the public and private realms.

The quality of the greenspace environment is also significant. A greenspace network of natural lands and open space and leisure lands provides additional structure to the urban area and promotes a healthy lifestyle. The designation of the major elements of this network in this Plan and other policies for environmental protection and the provision of public parks, will ensure that intensification respects the boundaries of the greenspace network and pursues opportunities to extend and strengthen it.

[Amendment #76, OMB File # PL100206, September 07, 2011]

This Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form.

### **Policies**

#### **Definition of Intensification**

1. Residential intensification means the development intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
  - b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
  - c. Infill development;
  - d. The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
  - e. The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses. [Amendment #76, OMB File # PL100206, September 07, 2011]
2. Employment intensification means the development intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:
- a. Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
  - b. Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
  - c. Infilling of vacant or underutilized land within Employment lands areas;
  - d. Replacing uses with a low number of employees with uses having a higher number of employees. [Amendment #76, OMB File # PL100206, September 07, 2011]
3. The City's target for residential intensification, as defined in policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The targets are: 38 per cent in 2012-2016; 40 per cent in 2017-2021; 42 per cent in 2022-2026; and 44 per cent in 2027-2031.

All intensification will occur in accordance with the provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility, and with Section 4.6.1, Heritage Buildings and Areas. [Amendment #76, OMB File # PL100206, September 07, 2011]

#### Target Areas for Intensification

4. Target areas for intensification are focused on major elements of the rapid transit the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Priority Network as defined on Schedule D. [Amendment #76, OMB File #PL100206, August 18, 2011; September 07, 2011]
  - a. Target areas include the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, the Community Core in Riverside South, and Transit-Oriented Development Areas defined on Annex 6, which may include more than one land use designation. [Amendment #76, OMB File #PL100206, August 18, 2011; September 07, 2011] [Amendment #113, November 14, 2012]
  - b. Arterial Mainstreets inside the Greenbelt are designated in this Plan and the Transportation Master Plan as supplementary rapid transit corridors. As such, the intent of this Plan is to guide their development toward denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future. [Amendment #76, OMB File # PL100206, August 18, 2011]
5. The City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target will be: 36% in 2007-2011; 38% in 2012-2016; 40% in 2017-2021; 42% in 2022-2026; and 44% in 2027-2031. [Amendment #76, OMB File # PL100206, September 07, 2011]
5. Minimum density requirements targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority rapid transit networks.

**Figure 2.3- Minimum Density Requirements Targets**

Designation	2006 2012 Density*	Minimum Target Density Requirement*	
		At 2031	Post-2031
<b>Central Area</b>	<b>395-450</b>	<b>500</b>	
<b>Mixed Use Centres</b>			
Tunney's-Quad	207 187	250	
Lees	167 140	250	
Bayview-Preston	142 106	200	
Blair – 174	106 97	200	
Baseline-Woodroffe	96 91	200	200
Hurdman	54 49	200	200
Confederation Heights	73 116	200	200
Billings Bridge	130 159	160	
Tremblay	53	250	
St. Laurent	64	250	
Cyrville [Amendment #113, November 14, 2012]	45	120	
Cyrville	35	200	
Industrial (excluding Train TOD Area) [Amendment #113, November 14, 2012]	42		120
<b>Town Centres</b>			
Orleans	48 45	120	120
Kanata	33 34	120	120
Barrhaven	44 20	120	120
<b>Arterial Mainstreets</b>			
Richmond (north of Carling)	217 179	200	
Carling	183 133	200	
St. Laurent	92 84 [Amendment #113, November 14, 2012]	120	
Bank	79 66	120	120
Merivale (Caldwell to West Hunt Club)-Clyde- Baseline	50 63	120	120
Montreal East	44 98	120	120
Ogilvie	109	120	
Walkley	69	120	

Innes (Blackburn)	74	120	
<b>Community Core</b>			
Riverside South	0	80	
<b>Transit-Oriented Development Areas identified on Annex 6 [Amendment #113, November 14, 2012]</b>			
Train	60	[120]	
St. Laurent	51	[120]	
Cyrville	53	[120]	

\*people and jobs per gross hectare [Amendment #76, OMB File # PL100206, September 07, 2011]

6. For those locations identified in Figure 2.3, all new development within the boundary of the designation or Transit-Oriented Development Area will be required to meet these density targets. Where the minimum density is in square brackets [ ], an approved plan for a Transit-Oriented Development Area may assign a higher minimum density to specific parcels of land which will be implemented through the Zoning By-law. All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density requirements. Higher or lower densities may be permitted in a secondary plan that re-allocates density among sites. The Zoning By-law will convert the requirements in Figure 2.3 from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area. [Amendment #76, OMB File # PL100206, September 07, 2011] [Amendment #113, November 14, 2012]
7. Exceptions to policy 2.2.2(7) above for the density targets included in Figure 2.3 may be considered where:
  - a. a proposed development is providing a transition within the Mixed-Use Centre adjacent to a low density residential community; or
  - b. the land is in an approved plan for a Transit-Oriented Development Area, identified on Annex 6, and:
    - i. it is identified as a 'Stable Residential Area' in an approved plan for a Transit-Oriented Development; or
    - ii. it has a lot area of less than 0.125 hectares. [Amendment #113, November 14, 2012]
7. At the time of implementation the Zoning By-law may provide exemptions from the minimum density requirements included in Figure 2.3 for circumstances such as minor additions to and changes in use of existing buildings without the requirement for an amendment to this Plan.
8. The City has ~~will also~~ established minimum residential intensification targets to reside outside the Plan (in the Residential Land Strategy or subsequent study) ~~in~~ for areas
  - a. ~~Designated~~ on Schedule 'B' as Mixed Use Centre, Town Centre, Traditional Mainstreet and Arterial Mainstreet, but not addressed in Figure 2.3. These targets are intended to inform the community design plan process, infrastructure planning, growth projections, and other planning processes and policies;
  - b. ~~Designated Traditional Mainstreet and Arterial Mainstreet but not addressed in Figure 2.3.~~ [Amendment #76, OMB File # PL100206, September 07, 2011]



9. Where intensification target areas also correspond with Heritage Conservation Districts designated under the *Ontario Heritage Act*, the City recognizes that the achievement of intensification targets and minimum density requirements will be determined in part by the requirements of the *Ontario Heritage Act*. Projects that do not meet the relevant Heritage Conservation District guidelines or plan will not be recommended for approval under the *Ontario Heritage Act*, by the opportunities afforded by the guidelines contained in Council-approved Heritage Conservation District Plans and the provisions of any applicable heritage overlays contained in the Zoning By-law. The scale, profile and density of development permitted will vary, depending on the exact location. When buildings that are out of scale, that do not take into account the common characteristics of their setting and the surrounding pattern of development, and do not use suitable materials and finishes in their design they will not be consistent with the relevant guidelines. Such projects will not be recommended for approval under the *Ontario Heritage Act*. The interpretation of Heritage Conservation District Plans and guidelines cannot be done without a firm understanding that intensification is important to the long-term survival and vitality of the District. District guidelines and heritage overlays will be used to weave **integrate** intensification proposals successfully into **designated** heritage districts, streetscapes. As is the case generally concerning development, proposals for intensification within Heritage Conservation Districts will take into consideration all policies of this Plan. [Amendment #76, OMB File # PL100206, September 07, 2011] [Amendment #96, February 22, 2012]

#### Intensification and Building Height

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Taller buildings should be located in areas that support the Rapid Transit and Transit Priority network, in areas with a mix of uses, and in areas that can accommodate large-scale intensification. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Until more detailed planning is completed in this manner this Plan will include building heights for Target Areas for Intensification. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

The distribution of appropriate building heights will be determined by:

- a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the tallest building heights generally located closest to the station or corridor; and
  - b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.
11. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan. 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. Where a secondary plan uses the terms “high-rise” or “high profile”, the building class will be limited to High-Rise 10-30 unless otherwise indicated in that plan. An amendment to the Zoning By-law will be required for any increase in height within that height class.

Figure 2.4

Classification	Maximum Building
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## Section 2 *Strategic Directions*

**DRAFT FOR INFORMATION PURPOSES ONLY**

		Height (residential storeys)
Low-Rise		4 storeys or less
Mid-Rise		5 to 9 storeys
High-Rise	High-Rise 10-30	10 to 30 storeys
	High-Rise 30+	31 storeys and more

12. Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2. Existing zoning that permits a greater height than set out in this Plan will remain in effect.
13. High-Rise 30+ buildings will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6 and where the buildings are:
  - a. Located in the Central Area, a Mixed Use Centre or Town Centre; and
  - b. Preferably located within 200 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use but will not be considered at a distance beyond 400 metres walking distance; and
  - c. Separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 policies 11 and 12.
14. The Location of High-Rise 10-30 and 30+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings, as detailed in Section 4.11. The Zoning By-law may establish specific separation distances. Development of a High-Rise Building may require consolidation of two or more lots in order to address separation distance requirements.
  - a. For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met: the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
  - b. the direction in policy 10 above is met;
  - c. the requirements of policies 13 through 16 of Section 2.5.6 where the proposal involves a High-Rise 10-30 or High-Rise 30+ building; and
  - d. an identified community amenity is provided.

### **Implementation of Intensification**

15. The City will monitor and report annually on the pattern and amount of residential intensification and the contribution made by the intensification that occurs within the target areas to the city-wide target identified in Section 2.2.2, policy 3. Progress made in achieving the residential and non-residential density targets requirements identified in Figure 2.3 achieved and relate them to the assumptions upon which the citywide and minimum targets associated with the target areas are based. The contribution of the intensification achieved within the intensification target areas to the city-wide intensification targets will be monitored annually. Adjustments city-wide for the areas identified in Figure 2.3 may be considered during the five year will be assessed at the time of a comprehensive review of the Official Plan, at which time adjustments may be considered.  
[Amendment #76, OMB File # PL100206, September 07, 2011]
16. In support of order to implement the above-noted minimum intensification and minimum density requirements targets for all lands in the target areas for intensification, the City will: designations:
  - a. The zoning applying to the target areas will be reviewed and, if necessary, amended to enable achievement of the minimum targets. Any necessary amendments will be carried out in

~~consultation with the neighbourhood involved. Where the existing zoning provisions are sufficient to meet the intensification and density targets in the time frame defined by this Official Plan, these targets shall not be used as the only planning rationale for approving additional height or density in excess of the current zoning.~~

- a. ~~Review and may update existing Community design plans, and secondary plans, and zoning related to the target areas will be prepared or reviewed and, if necessary, amended to enable achievement of the minimum targets minimum density requirements. Any necessary amendments will be carried out in consultation with the neighbourhood involved landowners and local community. Where community design plans, and secondary plans or existing zoning provisions contain sufficient development potential to meet minimum density requirements targets in the time frame identified by this Official Plan, these targets requirements shall not be used as the only planning rationale to revise such plans for the purpose of achieving intensification, or to increase the height or density in the current zoning;~~

- b. ~~Development applications will be assessed against the minimum targets within the context of all other policies of this Plan.~~

~~[Amendment #76, OMB File # PL100206, September 07, 2011]~~

- c. ~~In order to achieve a high standard of urban design, proponents will be required to demonstrate as part of their applications, that the applicable Design Objectives and Principles of Section 2.5.1 of this Plan have been considered and addressed in applications for new development or redevelopment projects.~~

~~[Amendment #76, OMB File # PL100206, August 18, 2011]~~

- b. ~~Consider the application of a number of alternative measures to provide capacity, including risk management and/or 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.~~

- 17. To promote compact, mixed-use transit-oriented development in intensification target areas ~~and achieve the density targets~~, the City will:

- a. ~~Lead discussions with all internal and external stakeholders (including land owners, school boards and public utilities) with a view to addressing technical, regulatory and design matters in a way that will allow the City's intensification strategy to be successful;~~
- b. ~~Investigate financial incentives for residential development within mixed-use projects;~~
- c. ~~Strategically review the use of municipally owned lands, except land zoned for environmental or leisure uses;~~
- b. ~~Investigate financial incentives for residential development within mixed-use projects.~~
- c. ~~Consider how to r~~Reduce the amount of land used for parking, through such measures as reductions in parking standards and the creation of municipal parking structures;
- d. Establish maximum limits for the provision of on-site parking, consider waiving minimum parking requirements, maximize opportunities for on-street parking, and consider target designations as priorities for the creation of municipal parking structures;
- e. Initiate partnerships with others in ~~building commercial and residential~~ development over transit stations, municipal parking structures, municipal offices and facilities, ~~or locations where density targets are set out in this Plan;~~
- f. ~~Negotiate an increase in building density or height in exchange for developing municipal facilities, transit stations, and public cultural facilities;~~
- e. Focus the delivery and coordination of enhanced pedestrian environments in and around the City's design priority areas identified in Section 2.5.1 of this Plan;
- f. Establish minimum building heights in the Zoning By-law within Mixed-~~u~~ Use Centres, Town Centres, ~~and Mainstreets; and Transit-Oriented Development Areas~~ as community design plans are completed for these areas; [Amendment #113, November 14, 2012]
- g. ~~Implement the coordinated delivery of Transportation Demand Management measures as described in S.2.3.1 of this Plan;~~
- h. ~~Identify the target areas as a priority for the provision of increased public transit service;~~

- g. Implement a capacity management strategy to evaluate the condition and network capacity of piped infrastructure in the areas targeted for intensification and set priorities that reflect the City's Asset Management Strategy and development needs for improving capacity. Development Charges should cover the portion of the cost of infrastructure improvement that is required to support intensification;
  - h. When carrying out community design plans and plans for Transit-Oriented Development Areas as approved by City Council set identify phasing priorities and funding sources for the delivery of public facilities such as community centres, parks and various municipal programs that may be required to support intensification; [Amendment #113, November 14, 2012]
  - i. ~~Will~~ Consider the achievement of minimum density requirements intensification targets on Arterial Mainstreets to represent a longer-term potential, and those Arterial Mainstreets located inside the Greenbelt will be considered to have priority for municipal upgrades over those outside the Greenbelt. On Traditional and Arterial Mainstreets, carry out measures to enhance the pedestrian environment and public realm, such as tree planting, improved sidewalks, and other streetscape improvements, as well as traffic calming measures to help transform these streets from wide, automobile-oriented streets, to urban avenues that exhibit more liveable conditions;
  - j. For all housing forms, the City will consider approval of support alternative municipal infrastructure and development standards (such as reduced road right-of-way width, utility trenching requirements and reduced parking standards in areas serviced by public transit) in the context of a subdivision application; [Amendment #76, OMB File # PL100206, September 07, 2011]
  - k. When implementing the intensification objectives of this Plan through the Zoning By-law the City will consider the character of the area reflected in factors such as landscaped patterns, vehicular parking and access and building locations in relation to the street and other buildings.
18. Where this Plan makes reference to the walking distance from a Rapid Transit station or a Transit Priority corridor, the walking distance shall be measured from the center point of the station using the most direct route along public streets or public pathways. Where there is no existing or planned road network, a radius equal to  $\frac{3}{4}$  of the walking distance will be measured from the centre point of the station.

### Intensification Outside of Target Areas

19. The City also supports compatible intensification throughout the urban area within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design and compatibility policies of Section 4.11 are met. ~~in the following cases, provided that all other policies in the Plan are met:~~
- a. ~~Lands within 600 metres of future or existing rapid transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores;~~
  - b. ~~Lands that are no longer viable for the purpose for which they were intended, such as older industrial areas, exhausted quarries, or abandoned transportation corridors that are not planned for open space or designated as Recreational Pathways, but does not include lands designated as Employment Area or Enterprise Area where the proposal for intensification or infill would introduce uses not otherwise permitted by this Plan; (School sites are generally not included in this category and will be treated on a site specific basis); [OMB decision #2649, September 21, 2006]~~

- c. ~~Lands where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner, such as on under-utilized shopping centre sites;~~
- d. ~~Lands currently or formerly used as parking lots or other extensive storage purposes;~~
- e. ~~Lands where records indicate existing contamination due to previous commercial or industrial use, but which can be made suitable for development if cleaned up.~~

[Amendment #76, OMB File # PL100206, September 07, 2011]

20. The interior portions of ~~stable~~ established, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4 ~~Section 4.11, policy 7~~). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

[Amendment #76, OMB File # PL100206, September 07, 2011]

### Intensification and Housing

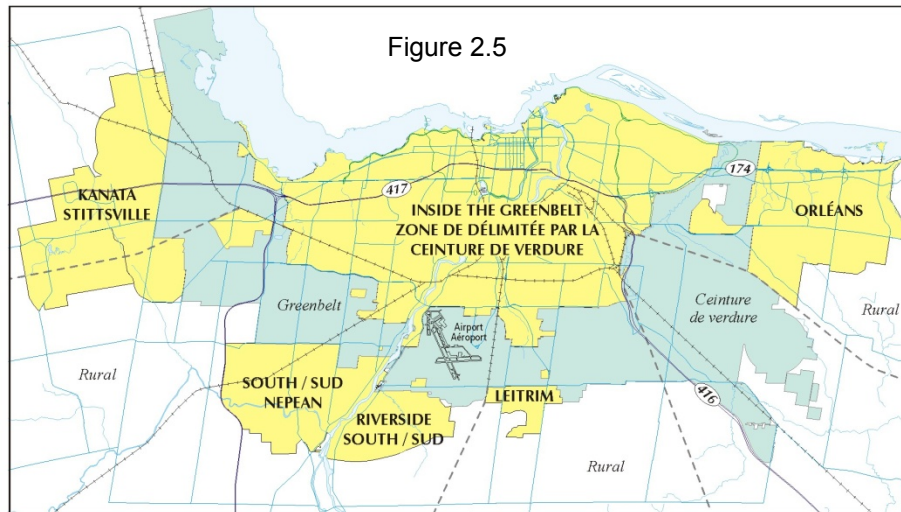
21. Applications to amend the ~~Zoning By-law within urban areas~~ to eliminate residential apartments as a permitted use, or to change the permitted use so that the effect is to down-zone a site, will not be permitted unless there is an equivalent rezoning to ensure no net loss of apartment potential or maintenance of unit yield potential through other forms of multiple-unit housing. [Amendment #76, OMB File # PL100206, September 07, 2011]
22. In situations where City Council has approved a ~~concept~~ plan that permits residential apartments in an area ~~uses in an urban area~~, but an amendment to the ~~Zoning By-law~~ has not yet been enacted to implement the ~~concept~~ plan, City Council will ensure that residential apartments are permitted in the enabling ~~Zoning By-law~~ amendment ~~permits residential apartment uses~~. [Amendment #76, OMB File # PL100206, September 07, 2011]
23. For those lands outside of the Greenbelt that are included in a community design plan approved by Council after June 10, 2009, the following housing mix and density provisions apply [Amendment #76, Ministerial Modification #5, OMB File # PL100206, September 07, 2011]
- a. At least 45% ~~per cent~~ single detached but not more than 55% ~~per cent~~ single detached, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
  - b. Overall residential development will meet a minimum average density ~~requirement~~ target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses. [Amendment #76, OMB File # PL100206, September 07, 2011]
24. ~~Policies on where high-rise buildings may be considered are found in Section 4.11 of this Plan.~~ [Amendment #76, OMB File # PL100206, September 07, 2011]

### Employment

27. In all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the ~~three-five~~

urban communities outside of the Greenbelt as shown in Figure 2.4 2.5. [Amendment #76, OMB File # PL100206, September 27, 2011]

28. The City will also encourage employment in the Villages of Greely, Manotick, and Richmond and a ratio of at least 0.65 jobs per household will be reflected in the amount of land designated for employment and residential development in each of these villages.



29. The City encourages intensification of employment jobs within areas designated Central Area, Mixed Use Centre, Town Centre, Traditional Mainstreet, Arterial Mainstreet, Employment Area and Enterprise Area on Schedule B of this Plan in accordance with the foregoing policies on intensification targets and minimum density requirements set out in Figure 2.3. [Amendment #76, OMB File # PL100206, September 27, 2011]
30. Major Office Development, consisting of buildings over 10,000 m<sup>2</sup> gross leasable area, will be located in areas adjacent to the Rapid Transit and Transit Priority Network with existing or planned higher order transit service, particularly those served by stations on the Light Rail and Bus Rapid Transit corridors rapid transit network. Except where currently permitted by zoning, the City will only permit new Major Office Development in the following locations:
- Central Area;
  - Mixed Use Centres;
  - Town Centres;
  - On land fronting Traditional Mainstreets and or Arterial Mainstreets that are Transit Priority corridors or where the development is within 800 metres walking distance of an existing or planned Rapid Transit station; with access to the rapid transit network as shown on Schedule D of this Plan
  - Major Office Development will only be considered in Employment Areas or Enterprise Areas where the majority of the site is within 800 metres walking distance of an existing or planned Rapid Transit station or 400 metres walking distance of a Transit Priority corridor. This policy does not apply to the Employment and Enterprise Areas in Kanata North and South, until such time as a secondary plan is adopted for these areas. with access to the rapid transit network as shown on Schedule D of this Plan or which are located adjacent to a 400 series highway. [Amendment #76, OMB File # PL100206, September 27, 2011]

Although Major Office Development of this scale is primarily targeted in the above noted designations, it is not the intent of this policy to create situations of non-conformity on lands in other designations such as General Urban Area, where the zoning existing as of the date of



~~adoption of this Plan permits such scale of office development. [Amendment #76, OMB File # PL100206, September 27, 2011]~~

- f. Major Office Development will only be considered in General Urban Areas where:
- The majority of the site is within 800 metres walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority Corridor on Schedule D; and
  - The site is on an Arterial Road on Schedules E or F; and
  - The immediate area is characterized by existing or planned commercial development; and
  - The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.

~~Other areas in plans for Transit-Oriented Development Areas as approved by City Council.” [Amendment #133, November 14, 2012]~~

31. Major Office Development will play a fundamental role in supporting and increasing the ridership of the ~~Primary~~ Rapid Transit and Transit Priority Network. As such, and in support of achieving a compact building form, the City may establish maximum limits for the provision of on-site parking, require parking to be located in structures or below ground, or waive minimum parking requirements when considering applications for Major Office Development. [Amendment #76, OMB File # PL100206, September 27, 2011]
32. The City will plan for, protect and preserve lands for current and future employment uses and will discourage the removal of employment lands for other purposes. For the purposes of this policy, as well as policies ~~25~~ 33 and 34 below, employment lands include Employment Areas and Enterprise Areas designated on Schedule B, and ~~employment~~ Industrial Areas that are designated in secondary plans for villages and land designated on Schedule A as the Carp Road Corridor Rural Employment Area. Employment uses are those described in Section ~~3.6.5~~ of this Plan. Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review of this Plan ~~initiated by the City every five years~~ as required by the *Planning Act*. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert employment lands will 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. [Amendment #76, OMB File # PL100206, September 27, 2011] [Amendment #113, November 14, 2012]
33. A comprehensive review to assess requests to convert employment lands to other purposes will consider such matters as:
- ~~The direction and information contained in the Council-approved Employment Lands Strategy;~~
  - Whether the employment lands being proposed for conversion are unsuited for employment purposes and whether there practical means to make them suitable;
  - Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;
  - ~~The availability of land already appropriately designated or zoned for the proposed nonemployment use;~~
  - 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;
  - The distribution of employment land throughout the city, including the desire of the City to create complete communities by balancing job and housing opportunities in all urban communities outside the Central Area.
  - The ability to provide sufficient opportunities for the clustering of areas of like employment;
  - The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;
  - The preservation of employment lands ~~at strategic locations in areas~~ proximate to 400 series highways, interchanges or with accessibility to rail and airports, ~~within 600 meters of an existing or proposed station on the Rapid Transit Network, arterial road frontage, and 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 proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.;
  - i. The preservation of a diversity of employment lands for a variety of employment uses (e.g. light and heavy industrial, business park, research campus, etc.);
  - j. The demand that proposed non-employment use(s) will create for additional municipal amenities and services in addition to those required by employment uses and the cost of providing same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in 'k' below;
  - k. Whether the proposed ~~The deleterious impact that the conversion to non-employment use(s)~~ would enhance or detract from ~~have on~~ the viability of any remaining employment lands or existing employment uses with regard to matters such as:
    - 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 (e.g. land and lease costs) for employment purposes,
    - iv. Market acceptance/competitiveness (attractiveness of the employment 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 lands or uses,
    - vii. Reduction in optimum size (of either individual employment land parcels or the overall ~~e~~Employment ~~a~~Area),
    - viii. Interference with the function of the employment lands (e.g. 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),
    - ix. Accessibility to the employment lands,
    - x. Ability to provide for a variety of employment options, parcels, and
    - xi. Maintenance of the identity of the employment uses or area.[Amendment #76, OMB File # PL100206, September 27, 2011]
34. Policy ~~26~~ **32** above will not apply in the case of an application to permit residential uses in an Enterprise Area, which will be governed by the policies of ~~Section~~ 3.6.5 of this Plan. [Amendment #76, OMB File # PL100206, September 27, 2011] [Amendment #113, November 14, 2012]
35. ~~The City has adopted an employment lands strategy to evaluate such aspects as long-term employment and land supply, the operation and evolution of the economy and the city's role in it, job location trends by employment sector, the continuing role of the areas identified as being primarily for employment purposes and other areas in which jobs locate, and other key considerations in the protection of locational opportunities for employment in the City. The Employment Lands Strategy will be reviewed every five years as part of the comprehensive review of this Plan. [Amendment #76, OMB File # PL100206, September 27, 2011]~~
34. Policy 24 above will not apply to the re-designation of land from an Employment Area to a Mixed Use Centre where:
- a. the designation is recommended by a Council approved plan for a Transit Oriented Development Area included on Annex 6, that is at a station on the Primary Rapid Transit Network included on Schedule D; and
  - b. the existing permitted density of employment uses is maintained for the lands by a site-specific Official Plan policy, which is implemented through appropriate means in the Zoning By-law. [Amendment #113, November 14, 2012]

### 2.3 – Providing Infrastructure

Land use and infrastructure issues are strongly inter-related and together form a cornerstone of the City's growth management program. Of key importance in this respect is the link between land-use patterns and transportation facilities. The provision of transportation infrastructure deeply affects land-use patterns because it brings a new range of destinations "closer" and encourages travel to them. This influences residents' decisions about where to live and work, and may change where businesses choose to locate within the city. Land-use patterns affect the performance of transportation systems and the travel options realistically available to residents. For instance, low-density, single-use areas cannot support a frequent transit service and thereby encourage private automobile use, while higher-density ~~mixed-use centres~~ Mixed Use nodes and corridors provide concentrated destinations that are more easily served by good-quality transit.

Likewise, the provision of urban infrastructure – such as drinking water, wastewater disposal and drainage – shapes development patterns by making more intense use of the land base possible. Thus, policies governing the extension and upgrade of infrastructure can provide key levers for managing urban growth.

If the city is to grow in an efficient manner and achieve the vision set out in this Plan, it is essential that land use and infrastructure policies be "pulling" in the same direction. This part of the Plan sets out the City's policies governing the planning and provision of urban infrastructure and these policies are further reflected in subsequent sections of the Plan on designations and the review of development proposals. More detailed information on infrastructure priorities, programs and investment will be contained in the Transportation Master Plan and Infrastructure Master Plan. Because of the close link between this Plan and those supporting plans, any decision to review this Plan will lead to a review of the supporting plans, and vice-versa.

### **2.3.1 – Transportation**

~~A transportation system should emphasize both mobility and accessibility. Emphasizing mobility means providing the transportation facilities (roads, bus routes, etc.) to get people from one part of Ottawa to their destinations in other areas, no matter the distances involved. In contrast, emphasizing accessibility means planning the city to bring people closer to their destinations and making it easier for people to reach jobs, services, education and recreation. [OMB decision #1582, June 17, 2005]~~

~~Accessibility also means increasing the range of options open to people who need to travel within the city. Some residents of Ottawa already have access to quality transit, walking and biking facilities, but these transportation options need to be extended to other areas of the city.~~

~~This Plan encourages land-use patterns that reduce the need to travel great distances across the city and encourage alternatives to car travel. More compact and mixed-use development throughout developing areas of the city and a stronger series of urban centres to anchor the transit system is essential to achieving the Plan's transportation goals. [OMB decision #1582, June 17, 2005]~~

~~This strategic direction is compatible with the City's desire to protect and improve the natural environment, as it will reduce the amount of land used for new transportation facilities and decrease air pollution and greenhouse gas emissions from private automobile use. It will also help minimize the disruption of road construction in established communities and help reduce the amount of traffic in our neighbourhoods.~~

~~Accommodating the movement of people during the morning and afternoon peak hours is the major transportation challenge for the planning period. However, independent of City actions, some significant changes in travel are anticipated, including increased reliance on communication technologies to replace travel and the extension of peak period travel over a longer period as the city grows.~~

A clear objective of this Plan is a substantial increase in the use of public transit and reduced dependence upon automobile use during peak hours. Increasing the percentage of trips by transit from today's level (2005) of 23 per cent of total passenger trips using motorized modes (transit or automobile) to about 30 per cent by 2031 is crucial to meet growing travel needs. This increase in the share of travel by transit is very ambitious, in that it far exceeds current usage levels for all of the larger urban areas in Canada and the United States. In fact, it is comparable to the levels realized by many European cities. [OMB decision #1582, June 17, 2005]

Despite the focus on increased transit use, there will be a need for on-going improvements to the road infrastructure network. With a 30 per cent modal split in favour of transit, new roads and road widenings identified in the Transportation Master Plan (2008 update) will be still be needed to accommodate projected traffic volumes in 2031.

The rapid transit network will also be expanded to directly serve much more of the urban area. Complementary measures will also be needed to enhance the relative attractiveness of transit over private automobile use. These measures include controlling parking supply and pricing parking appropriately.

City Council has adopted a Transportation Master Plan (TMP) to implement the policies expressed in this Plan. The TMP identifies the transportation policies, facilities and services that the City intends to put in place over the next two decades in order to meet the travel needs of residents and businesses in Ottawa and to support the development pattern identified in the Official Plan. The TMP policies guide the operation of the City's day-to-day transportation programs and provide a basis for developing the annual and five-year capital and operating budgets. While the TMP does not establish design or operating details, it identifies the need for separate guidelines that will give detailed support to policy objectives. It has several recurring themes consistent with the Ottawa 20/20 growth management vision, including minimizing costs, minimizing unnecessary travel, minimizing automobile dependence, keeping neighbourhoods liveable, protecting public health and the environment, and making efficient use of current infrastructure and services. [Amendment 14, September 8, 2004] [OMB decision #1582, June 17, 2005]

Accommodating the movement of people during the morning and afternoon peak period is Ottawa's major transportation challenge. A clear objective of this Plan is a substantial increase in the use of public transit, and where possible reduced dependence upon automobile use throughout the day. Many transit trips begin and end on foot or by bicycle. In this case, increasing transit use in many parts of the city will depend in part on providing connections to transit for pedestrians and cyclists that are safe, direct and appealing. Planning for walking, cycling and transit means sharing roads and other public spaces among all users and managing the supply of parking so that enough is provided without negatively affecting transit use.

In keeping with the Transportation Master Plan, the City will seek to achieve the following increases in the share of morning peak-hour travel by pedestrian, cycling and public transit modes by 2031:

- Walking modal share of all person trips — from 9.6 per cent in 2005 to 10 per cent in 2031;
  - Cycling modal share of all person trips — from 1.7 per cent in 2005 to 3 per cent in 2031;
  - Public transit — from 23 per cent of total motorized trips in 2005 to 30 per cent in 2031.
- [Amendment #76, Ministerial Modification #6, OMB File #PL100206, August 18, 2011]

**Figure 2.5 — Projected Transit Modal Splits — Screenlines**

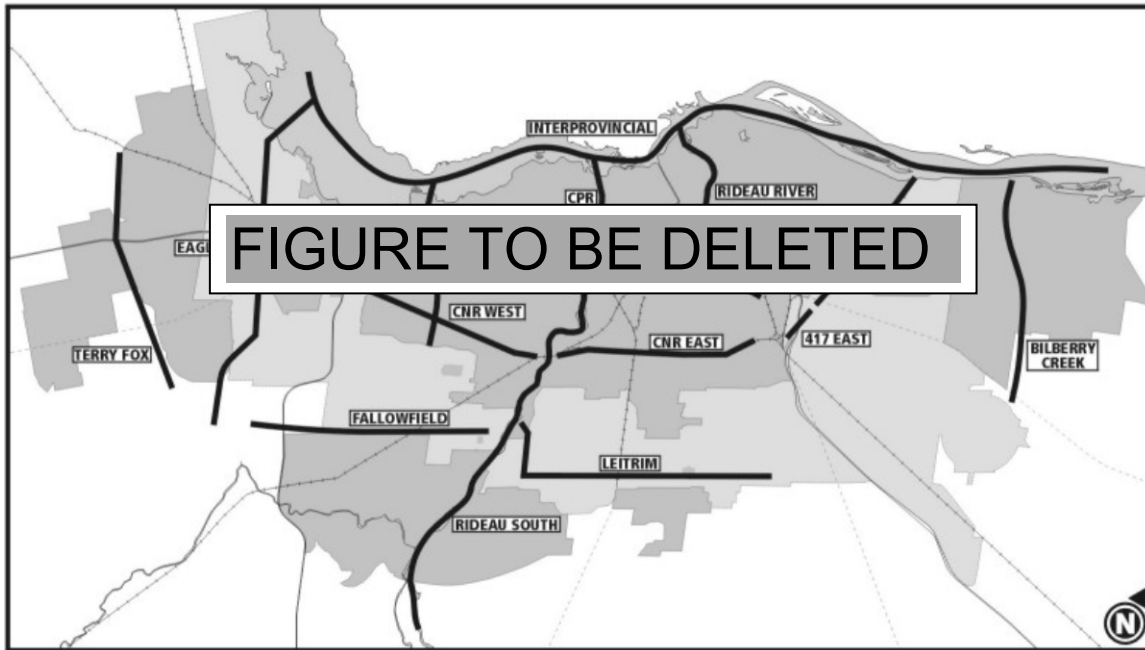
(Proportion of travel by motorized modes, morning peak hour, peak direction)

Screenline\*

Transit Modal Split

	2005	2031
Rideau River	41%	52%
CPR	37%	51%
Total: Inner Area Cordon	39%	51%
Green's Creek	35%	43%
417 East (2000)	0%	0%
Leitrim	5%	25%
Fallowfield	17%	29%
Eagleson	24%	34%
Total: Greenbelt Cordon	23%	32%
Interprovincial**	26%	43%
CNR West	21%	33%
CNR East	27%	37%
Western Parkway (1996)	22%	34%
Terry Fox (1996)	7%	21%
Rideau South	11%	23%
Billberry Creek (1996)	35%	40%
Smyth / Hydro (2001)	54%	55%

**Figure 2.5 – Projected Transit Modal Splits — Screenlines (continued)**



~~\* All 2005 data shown correspond to model simulations unless otherwise noted  
[Amendment #76, OMB File #PL100206, August 18, 2011]~~

Council has adopted several plans to support walking, cycling and transit:

- The Ottawa Pedestrian Plan (2013 update) will help Ottawa become one of the most pedestrian active cities in North America;
- The Ottawa Cycling Plan (2013 update) will help Ottawa achieve one of the highest shares of travel by cycling in Canada.
- The Municipal Parking Management Strategy (2009) guides the provision and financial management of on-street parking and municipal off-street parking facilities. Through the Zoning Bylaw, the City also regulates the amount of on-site parking provided for vehicles and cyclists.

The share of travel by sustainable modes—walking, cycling, transit and automobile passenger—is targeted at 50 per cent of the total trips in the city projected to 2031, an increase from the 2011 level of 45 per cent. Achieving this target means a substantial increase in travel by transit, since transit will be providing a larger share of trips and trips will increase overall as the population grows. Despite the focus on intensification and increased walking, cycling and transit, there will also be a need for new roads and ongoing improvements to the road infrastructure network identified in the Transportation Master Plan to accommodate projected traffic volumes in 2031. Indeed, the share of trips made by drivers in private automobiles is targeted at 50 per cent of total trips to 2031, a decrease from the 2011 level of 55 per cent.

Through its Transportation Master Plan, Council has adopted a complete streets policy to guide the design and maintenance of its road infrastructure. As public spaces, roads are used for social encounters, as entryways to businesses and community facilities, and as the backbone of Ottawa's transportation system and economy. Planning for complete streets recognizes these roles and the need to offer safety, comfort and convenience to users of all ages and abilities: pedestrians, cyclists, transit riders and motor vehicle drivers and passengers. However, the consideration given to different users varies by location.

For example, in target areas for intensification, the needs pedestrians and cyclists are considered first, followed by the needs of transit users and motorists. The City will seek to develop networks of complete streets as opportunities arise through new construction, renewal projects and as part of other capital projects.

### **Policies**

#### **Complete Streets**

1. Council has adopted a complete streets policy in order to balance the multiple roles of roads and to offer safety, comfort and convenience to all users. The policy will be implemented in consultation with stakeholder groups through:
  - a. Measuring the level of service and quality of service experienced by all road users in order to assess road designs and allocate right-of-way in a way that maximizes the number of people served;
  - b. Updating its guidelines for transportation impact assessments and road design guidelines, standards, and processes to incorporate best practices in Ottawa and elsewhere, including rules for exempting particular design features from a right-of-way.

#### **Transportation Master Plan**

1. The City will implement a Transportation Master Plan that sets out Transportation Demand Management (TDM) programs, transportation system management programs and transit priority measures as described in the policies below. [Amendment 14, September 8, 2004]

#### **Transportation Demand Management**

2. The City will implement a comprehensive Transportation Demand Management (TDM) program as part of its efforts to reduce automobile dependency. TDM measures can reduce transportation infrastructure needs, congestion and pollution by minimizing the need for personal travel and encouraging people to change their travel mode, timing or destination. The City's TDM program will involve independent action as well as partnerships with the private sector, other governments and non-governmental organizations including educational institutions and community groups. It will make alternatives to driving more attractive, build a positive public attitude towards them, and provide information and incentives that encourage individuals to reduce their car use. [OMB decision #1582, June 17, 2005]
3. To demonstrate its commitment to leadership, the City will act as a role model by implementing measures that enhance its employees' options for commuting and business travel.
4. The City will minimize the effect of excessive traffic speed and volumes on residential neighbourhoods by researching and implementing measures and programs as part of its Area Traffic Management programs to enforce speed limits, discourage speeding, cut through traffic and reckless driving, and encourage walking, cycling and transit as preferred methods for trips in or through neighbourhoods. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### **Transportation System Management**

5. The City will implement a comprehensive Transportation System Management (TSM) program. TSM refers to strategies that can be implemented to make more efficient use of existing facilities through improved management and operation of transportation infrastructure. TSM focuses on optimizing existing infrastructure, for example, adjusting traffic control devices to maximize car flow, or to provide priority to transit vehicles. [OMB decision #1582, June 17, 2005]

#### **Active transportation**

2. Communities where people can walk or cycle safely and conveniently are very liveable. They are also healthy, supporting a more active lifestyle and more opportunities for socializing. When designing new communities and undertaking community design plans, the City will incorporate



support for walking and cycling, and plan for direct routes that connect transit and community destinations, and provide off-road pathways and lighting geared towards pedestrians and cyclists.

### Walking

- ~~6. When undertaking comprehensive land use planning studies, especially community design plans (see Section 2.5.7), the City will emphasize the creation of pedestrian friendly environments.~~
- ~~7. The City will require, where feasible, that all new development or redevelopment provide walking facilities in accordance with the policies of Section 4.3. This includes, for example, providing safe, direct and attractive pedestrian access between public sidewalks and building entrances.~~
3. In the construction or reconstruction of transportation facilities, such as roadways, bridges, and transit stations, and public buildings, such as community centres and libraries, the City will ensure the provision of facilities to address the needs of pedestrians and cyclists where feasible.
- ~~9. The City will ensure that pedestrian safety is a high priority in the selection and configuration of traffic control device. [OMB decision #1582, June 17, 2005]~~
- ~~10. The City will support walking through promotion and education initiatives that address issues such as personal security; safe behaviour by vehicle drivers, cyclists and pedestrians; and an appreciation of the health and environmental benefits of walking and costs of the private and public travel choices.~~
- ~~11. The City adopted a Pedestrian Plan in 2009 that provides guidelines and standards for pedestrian facilities and circulation, identifies discontinuities in the pedestrian network, and develops a network implementation strategy. The plan will guide the City in the development and implementation of new programs and facilities to encourage people to walk and to reduce their dependence on the automobile. [Amendment #76, OMB File #PL100206, August 18, 2011]~~

### Cycling

- ~~12. When undertaking or reviewing comprehensive land use planning studies, such as community design plans (see Section 2.5.7), the City will require that emphasis be placed upon creating environments highly favourable to cyclists.~~
- ~~13. The City will require, where feasible, that all new development or redevelopment provide cycling facilities in accordance with the policies of Section 4.3. For example, bicycle parking spaces will be located in highly visible and lighted areas, sheltered from weather if possible.~~
- ~~14. In the construction or reconstruction of transportation facilities (roadways, bridges, transit stations, etc.) and public buildings (community centres, libraries, etc.), the City will ensure, to the extent possible, the provision of facilities to address the needs and safety of cyclists.~~
4. The City will protect corridors for and develop the network of major primary urban cycling routes identified on Schedule C and the network of cycling and multi-use pathways in the rural area on Schedule J. Schedule C includes those routes identified in the Ottawa Cycling Plan and select routes shown in the National Capital Commission's study, Pathway Network for Canada's Capital Region.
5. As illustrated on Schedule C, the City will accommodate commuter cycling needs on the road network to the greatest extent possible. However, the network of multi-use pathways, identified on Schedules C and J, may also be used by commuter cyclists. [Amendment #76, OMB File #PL100206, August 18, 2011]
6. Priorities for new and improved cycling facilities will consider recreational cycling as well as commuter travel and other trips by cycling. Projects that yield the greatest increases in cycling trips will be recommended as priorities.
7. The City will develop the network of active transportation facilities shown on Schedules C and J and in the Ottawa Pedestrian Plan through the review of development applications, development of public open space, and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Where feasible, the City will provide separate multi-use pathways within or adjacent to rapid transit corridors.

8. Priority will be given to pedestrians and cyclists within an 800 metre walking distance of rapid transit stations and within areas 400 metres from the Transit Priority Network. Priority will apply to the allocation of public rights-of-way, wait-times at traffic signals and City investment in pedestrian infrastructure.
9. Long-term and short-term parking for bicycles will be provided at rapid transit stations, in secure facilities where feasible.
16. As part of the implementation of policies 15 and 16, the City will identify missing links in the cycling network and develop a program to rectify these discontinuities. [Amendment #76, OMB File #PL100206, August 18, 2011]
17. The City will implement the Ottawa Cycling Plan, which outlines infrastructure requirements and programs to encourage people to cycle such as the expansion of the cycling network in urban and rural areas and the continuance of support for cycling education. [Amendment #76, OMB File #PL100206, August 18, 2011]
18. The City will support cycling through promotion and education initiatives that address issues including, but not limited to, proper driver and cyclist behaviour, safe cycling techniques, awareness of designated cycling routes, and an appreciation of the health and environmental benefits of walking and costs of the private and public travel choices.

### Transit

9. The City will protect corridors for and develop the ~~Primary and Supplementary Rapid-Transit Nnetwork~~ and transit priority network as shown on Schedule D of existing and proposed corridors on Schedule D. The network operates on grade-separated, fully exclusive rights-of-way such as light rail corridors, as well as segregated lanes within a road right-of-way. Rapid transit means a offers convenient, fast, and frequent public transportation service that is not delayed in general traffic and features a high carrying capacity. ~~Rapid transit operates on its own right-of-way, as a separate system or in shared corridors, and is not delayed in general traffic. The rapid-transit network consists of an interconnecting system of existing and planned rights of way and corridors in which a rapid-transit facility, such as a transitway, O-Train, or streetcar, may be located. A transit priority network is a system of primarily arterial roads upon which transit priority measures may be implemented to improve the quality of transit service in terms of speed and reliability. Specific segments of the transit priority network may represent the interim stage in the long-term development of a rapid-transit network.~~ [Amendment #76, OMB File #PL100206, August 18, 2011]
10. The City will also protect corridors for and develop the Transit Priority Network on Schedule D. The Transit Priority Network is a system of arterial and collector roads where frequent, all day transit service is provided now or in the future. Transit priority measures, such as dedicated bus lanes within a shared right-of-way or advance signals that allow transit to proceed ahead of other vehicles serve to increase the speed and reliability of transit service. Transit priority measures also will be implemented in other, appropriate locations.
11. The City will introduce high-quality rapid-transit-quality service at an early stage in the development of new urban communities. As these communities mature, they will ultimately be served by the extension of full rapid-transit facilities.
12. The City may acquire lands for transit rights-of-way as a condition of approval for a subdivision, severance, site plan, condominium or minor variance. Reference should be made to ~~Schedule 4- Rapid Transit Network~~ Schedule D - Transit Network and its accompanying notes. [Amendment #96, February 22, 2012]
22. ~~The City will improve the speed and reliability of transit service by providing transit priority measures to lessen delays on transit vehicles caused by other traffic and traffic control signals. Transit priority measures will be implemented for those transit priority corridors identified on Schedule D and at other opportune locations.~~
23. ~~In new development, the City will require that the layout of the road network be designed to facilitate transit routing and ensure reasonable walking distances to transit stops, as required by Section 4.3.~~
24. ~~Further to any land use requirements associated with a particular designation, development within 600 metres of transit stations will occur in accordance with Section 4.3.~~

- ~~25. In addition to the provision of excellent pedestrian and cycling access to transit stations, the City will ensure, where feasible, the provision of separate multi-use pathways in or adjacent to rapid transit corridors.~~
- ~~26. The City will pursue partnerships with the private sector to develop lands at or over transit stations and park-and-ride facilities.~~
13. The City will ensure the provision of park-and-ride facilities to enhance accessibility to rapid-transit service at selected stations and other appropriate sites. In this regard, the City may require that the proponents of major development at existing or planned rapid-transit stations provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, rent, operation or shared use. [Amendment #76, OMB File #PL100206, August 18, 2011]
14. The City will ~~continue to~~ work with the City of Gatineau and the federal government to improve transit service between the Cities of Ottawa and Gatineau and investigate means to reduce or discontinue the use of King Edward Avenue and Rideau Street as bus waiting areas. ~~Pending completion of the Interprovincial Rapid Transit EA Study, the City will protect for the possible inclusion of exclusive rapid transit service across such bridges as the Prince of Wales Bridge, the Portage Bridge, the Chaudière Bridge, or other locations that may be recommended by Environmental Assessment studies. In the interim, the City may seek opportunities to enhance active transportation at these crossings where feasible as may be identified in the environmental assessment.~~ [OMB decision #1582, June 17, 2005] [OMB decision #2787, October 24, 2005] [Amendment #76, OMB File #PL100206, August 18, 2011]
- ~~29. At the time of initial development or at a later date, the City in partnership with affected parties may construct pedestrian overpasses to provide improved access to rapid transit facilities such as the overpass between the transitway and the Blair Road office complex south of Ottawa Road 174 and the Corkstown Bridge over the Rideau Canal that connects Centretown and the transitway. Other sites that could be considered for pedestrian overpasses in the future include the Ottawa baseball stadium on Coventry Road and the Algonquin College Woodroffe Campus. [Amendment #76, OMB File #PL100206, August 18, 2011]~~

### Roads and Rights-of-Way Protection

15. The City will develop the road network shown on Schedules E to H to provide for the safe and convenient movement of people and goods.
16. The City will protect rights-of-way for the road network shown on Schedules E to H and as listed in detail in Annex 1. A description of the road network classification and further rights-of-way protection policies are also found in Annex 1.
17. An amendment to this Plan is required when an ~~a~~ Arterial Road or ~~e~~ City Freeway is to be added or deleted from the schedules, or when an Arterial – Conceptual (Alignment Undefined) is proposed to be changed to an Arterial – Proposed (Alignment Defined). An amendment to this Plan will not be required to add or delete major collector or collector roadways, such roads being generally deeded to the City through the subdivision approval process. An amendment will be required for all other schedule changes.
18. The City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance. As detailed in Annex 1, this may involve unequal road widenings, the requirement for additional land for corner triangles at intersections or railway crossings, ~~roundabouts~~ and the use of easements in the Central Area.
19. When the City permits interim uses of the land in its rights-of-way, it will ensure that the uses are in accordance with the objectives of this Plan.
20. Priority use of lanes on a road or planned new lanes may be given exclusively to certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan. This may result in roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network. The City may give priority ~~use to~~ of lanes

~~used for to cyclists or~~ high-occupancy vehicles on selected roads. Additional truck-priority lanes (e.g., Waller to Nicholas Streets) may also be implemented.

21. The City will ensure that road corridors function as public spaces, while providing the necessary public infrastructure by implementing approved corridor or street design guidelines, including those for road classification types and for heritage districts, tourist areas and business improvement areas. It is recognized that the parkway network in the city, primarily developed by the National Capital Commission, contributes greatly to the distinct open space character of Ottawa. [Amendment #76, OMB File #PL100206, August 18, 2011]

~~22. In recognition of the importance of preserving and enhancing the visual and aesthetic appeal of the main scenic and entry routes in Ottawa, the City will require additional development controls for lands along these routes, as identified in Schedules I and J, and detailed in Section 4.6.4.~~

22. The City recognizes the role of Ottawa Road 174 as an important rural arterial roadway and as a consequence, new accesses from individual properties along this roadway will generally not be permitted, particularly when shared or joint access points are possible, or alternative road access might be provided for. Additional related policies are found in Section 4.3 3.7-2, policy 22 15 and Volume 2C, Consolidated Village Plans, policy 23, ~~former City of Cumberland Section 3.4.1.~~ [Amendment #76, OMB File #PL100206, August 18, 2011]

23. The City will continue to work with the federal and provincial governments and the Province of Quebec and the City of Gatineau, to determine the location of future bridge crossing(s) of the Ottawa River. The need to secure an effective truck route is a primary consideration in the planning of a new crossing because restrictions on existing bridges have concentrated trucks on King Edward Avenue and the Macdonald-Cartier Bridge, leading to industry inefficiencies and negative community and environmental impacts. Until a new Ottawa River crossing is built, the City will:
- a. Continue to prohibit development in locations that could hinder the implementation of a potential crossing; and
  - b. Encourage the federal government to cooperate with municipal and provincial governments in exploring: alternative means of accommodating interprovincial truck travel while minimizing impacts on the Central Area; approaches to implementing transit and transportation demand management strategies; and modifications to bridges and their approaches to better meet transportation needs.

~~Pending agreement on the location(s), the City will continue to prohibit development that might hinder the eventual use of potential crossings and approaches, such as those to Kettle Island or from Orleans to Angers.~~

24. Provincial highways are the core elements of the City transportation system. In considering prospective changes to the provincial highway network, the City would likely favour actions to improve road safety and reduce emissions, but it is not likely to favour actions that have substantial neighbourhood impacts or increase congestion on parallel or intersecting streets. [OMB decision #1582, June 17, 2005]

### Other Rights-of-Way Protection

25. The City will purchase surplus railway rights-of-way and select utility (e.g., hydro line) corridors and will consider purchasing spurs, and other associated railway corridor properties as they become available, for use as future transportation and utility corridors, depending on budgeting and affordability. When such rights-of-way are acquired, recreational and agricultural uses may be permitted as interim uses. Future use as a transportation or utility corridor will have priority over any interim use. Provision will be made for recreational uses to continue, wherever possible. [Amendment #76, OMB File #PL100206, August 18, 2011]
26. The City will not close and sell unopened road allowances, lanes or roads that have reasonable potential, in the short- or long-term, for use as a roadway, a transit or utility corridor, or a pedestrian or cyclist link or, as outlined in Section 2.4.5, public access to the shore of a water body. [Amendment 14, September 8, 2004] [Amendment #76, OMB File #PL100206, August 18, 2011]

27. When the City closes and sells an unopened road allowance, it will maintain public access for cyclists and pedestrians in the future where such access supports the policies of this Plan.
28. ~~When utilizing the dedication of lands for highway requirements~~ Under the provisions of the *Planning Act*, the City may ~~also include~~ require the dedication of lands for pedestrian pathways, bicycle pathways and public transit rights-of-ways as a condition of subdivision approval.-  
[Amendment #76, OMB File #PL100206, August 18, 2011]

### Parking

29. The City will manage the supply of parking in areas with intensification requirements and other areas served by the Rapid Transit and Transit Priority Networks to achieve ~~maintains~~ the following strategic objectives related to parking:
  - a. To produce short-term parking that supports the needs of local businesses, residents, institutions and tourism destinations;
  - b. To limit the supply of long-term parking in a ~~matters~~ manner that balances transit ridership objectives with the needs of automobile users;
  - c. To support intensification and minimize the amount of land devoted to parking through measures such as providing parking underground or in structures incorporating other uses and arrangements to share parking among land users;
  - d. To continue to regulate both the minimum and maximum parking requirements for development within ~~600 800 metres of existing and proposed rapid transit stations, recognising that the regulations may vary in response to the contextual influences of the geographic location and the stage of rapid transit development~~ walking distance of existing rapid transit stations and future rapid transit stations identified in an Environmental Assessment, or within 400 metres walking distance of the existing Transit Priority Network. Regulations may vary and respond to the requirements of specific sites and areas. The Zoning By-law parking provisions for lands within 600m of rapid transit stations will be amended to respond to any changes or expansions of the rapid transit network.
  - e. The City may undertake reviews of the Zoning By-law with respect to parking requirements, appropriate to implement the broader goals of this Plan. [Amendment #76, OMB File #PL100206, August 18, 2011]
30. In intensification areas, on-street parking will be pursued to facilitate local shopping and economic activity through such means as reducing the number, location and width of vehicle access routes and by combining access to parking and service areas from side streets or service lanes.
31. ~~The City will ensure, through application of the Parking Management Strategy, and other related initiatives, the overall coordination and management of: municipal parking needs and supply; parking programs; pricing; parking needs of cyclists, motorcyclists, carpools, and other non-auto users; TDM initiatives and opportunities; allocation of parking revenues; and regular communication and consultation with stakeholders.~~
31. In establishing requirements for on-site parking, the City will have regard to the current provision of rapid transit and transit priority measures in the area and to the potential impacts on the use of nearby roads with respect to:
  - a. Increases in demand for on-street parking and the adequacy of the supply;
  - b. The need to facilitate local shopping and economic activity; and
  - c. The ability to provide new cycling facilities as set out in the Ottawa Cycling Plan.
32. In intensification target areas, the City will:
  - a. Establish maximum requirements for on-site parking and reduce or eliminate minimum requirements;
  - b. Pursue on-street parking through such means as reducing the number, location and width of vehicle access routes and by combining access to parking and service areas from side streets or rear service lanes.



33. Outside intensification target areas, the City may establish maximum requirements for on-site parking and reduce or eliminate minimum parking requirements:
  - a. Within 800 metres walking distance of a rapid transit station or within 400 metres walking distance of the Transit Priority Network; or
  - b. Within 400 metres walking distance of a Traditional Mainstreet where the requirement to provide parking, the small size, dimensions and other characteristics of existing lots preclude a change in use or small-scale intensification.
34. The City will review the Zoning By-law with respect to parking requirements in different areas of Ottawa in order to implement the policies of this Plan.
35. ~~The City will update, as appropriate, the City's cash-in-lieu-of-parking policy to ensure fair and equitable application across the city. This policy permits entering into agreements with an applicant to reduce or eliminate the provision of on-site parking otherwise required by the zoning by-law, subject to the payment of money to the City.~~
36. ~~As a condition of development application approval, the City will apply further policies for parking lots as outlined in Section 4.3.~~

### **Movement of Goods**

35. The City will minimize the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system.
36. The City will explore alternative means to accommodate interprovincial truck travel to minimize impacts on the Central Area, in particular along and in the vicinity of King Edward Avenue. The City will, working with other levels of government, remove Rideau Street and King Edward Avenue from the City's identified truck route system upon the completion of a new interprovincial corridor to accommodate trucks. See also, policy 8 in Section 3.6.6 of Central Area [Amendment #76, OMB File #PL100206, August 18, 2011]

### **Transportation Terminals**

37. The preferred location for any intercity passenger transportation terminal is at a rapid transit station. [Amendment #76, OMB File #PL100206, August 18, 2011]
38. The City will provide convenient road and transit access to all major inter-city passenger terminals (airport, train and bus stations).
39. The City will support the establishment of multi-modal, inter-city passenger terminals like the existing co-location of the Fallowfield VIA Rail and transit stations.
40. In industrial and commercial areas with rail access, the City will encourage the development of inter-modal terminals such as truck/rail transfer facilities that reduce the amount of freight transported by road.
41. The City will preserve strategic locations with superior access to major highways, the airport, railroads and the arterial road network for distribution centres that intercept goods transported long distances by air, rail or truck and transfer them to smaller, more energy efficient vehicles for distribution within the city. The centres reduce the cost and increase the speed of deliveries within the city and divert heavy truck traffic from local roads.

### **2.3.2 – Water and Wastewater Services**

Water treatment and distribution and sanitary wastewater collection and disposal services are important to the health of both the community and the environment. The City owns and operates two major water treatment facilities and one major wastewater treatment facility, along with the associated infrastructure (pipes, pumps, and storage facilities). These facilities make up the City's central systems, which service areas within the designated urban boundary. At other locations, public water and/or wastewater services are provided by smaller-scale City facilities, including the Villages of Munster, Carp, Richmond, ~~Manotick,~~ ~~Marionville,~~ Carlsbad Springs, Notre-Dame-des-Champs and Vars, specific locations in the Greenbelt and a limited number of locations where services have been provided due to a unique circumstance, such as



to remedy a specific health concern. Altogether, these constitute the Public Service Area. [Amendment #76, August 04, 2010]

The Infrastructure Master Plan directs the management and extension of public works systems:

- Water supply and treatment;
- Wastewater collection and treatment;
- Stormwater collection and treatment [Amendment #76, Ministerial Modification #7, August 04, 2010]

The Infrastructure Master Plan provides a comprehensive statement of the City's public works policies. It also provides direction for new initiatives to minimize capital and operating costs, to ensure the reliability and level of service, and to mitigate environmental impacts of service provision.

In addition to the Infrastructure Master Plan, infrastructure planning is also directed to supporting documents and initiatives such as:

- Operational reviews to provide feedback to ensure that the City's policies are being achieved and that public works systems are being managed in a cost-effective and environmentally-sensitive manner;
- Major facilities plans for the City's two water treatment plants, the wastewater treatment plant, and stormwater management facilities;
- Master Servicing Strategies that address provision of water, wastewater and stormwater management services throughout the entire Public Service Area; [Amendment #76, August 04, 2010]
- Area infrastructure plans which identify the specific needs for infrastructure arising from projected growth, system management requirements and new initiatives. The plans identify the full capital and operating costs of infrastructure requirements; [Amendment #76, August 04, 2010]
- Design guidelines, which provide specific means by which the City's policies will be achieved in the construction of new or rehabilitated infrastructure.

The Infrastructure Master Plan also addresses the City's role in managing private services.

Publicly-owned and managed systems serving large areas of compact development provide the highest value in terms of the City's ability to protect public health and safety, minimize negative impacts on the natural environment and support the types of growth and development envisioned in the Official Plan. Value and efficiency are reduced as the scale of water and wastewater systems is reduced, the number of systems increases and the locations of the systems become scattered.

However, small stand-alone water or wastewater systems or significant linear extensions of the central systems to serve small areas may be the best available means by which to address public health or environmental problems, but may not provide the standards of service generally expected in a Public Service Area. The City does not support individual subdivision applications in the rural area proposing public water and/or wastewater systems designed only to service that subdivision.

### **Public Service Areas**

Public Service Areas and the terms under which services are provided are generally defined in the Infrastructure Master Plan. However, in some cases the details regarding Public Service Areas and the terms under which services are provided are contained in agreements or by-laws.

### **Policies**

1. Development in Public Service Areas must be on the basis of both public water and wastewater services, except as provided for in Policies 9 10 and 40 11. [Amendment #76, August 04, 2010]
2. In order to provide sufficient water and wastewater system capacity to assist in meeting the City's intensification ~~targets~~ requirements inside the Greenbelt, the City will:

- a. Utilize both system design standards and results of direct monitoring of system demands in order to assess the potential for new development to adversely impact existing systems;
  - b. Promote intensification and infill where sufficient water and sewer capacity is available or can be provided to support the magnitude of the resulting growth;
  - c. Identify growth constraint areas where the risk of wet weather flow conditions could lead to greater occurrence of basement flooding;
  - d. ~~Fully integrate infrastructure assessment and system solutions with the development of community design plans and other planning studies for areas inside the Greenbelt~~ Undertake condition and network capacity assessments to support community design plans in areas of proposed urban intensification, to support the development of comprehensive upgrade and renewal plans for these areas;
  - e. Permit intensification and infill to proceed in a phased manner consistent with the policies in Section 6, Managing Capacity to Support Intensification and Infill, of the Infrastructure Master Plan (IMP) in conjunction with other policies of the IMP and the target and phasing of policies of the Official Plan.
- [Amendment #76, August 04, 2010]
- 3. The City has no obligation to provide service connections to every property in Public Service Areas. [Amendment #76, August 04, 2010]
  - 4. The City will provide for the creation of new Public Service Areas to provide for the growth management strategies of the Plan for the urban area. [Amendment #76, August 04, 2010]
  - 5. The City may provide for the creation of new Public Services Areas in the rural area where public services have been deemed to be the appropriate solution in the following circumstances:
    - a. To support growth in villages based on a boundary change or intensification of use and the recommendations contained in a village community design plan where:
      - i. The community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
      - ii. The community design plan establishes a definition of a Public Service Area boundary and the terms of provision of service,
      - iii. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
      - iv. The community design plan is adopted by amendment to this Plan and the boundaries of the Village or boundaries of the serviced area within the Village are amended on Schedule A; [Amendment #76, August 04, 2010]
    - b. To remedy a public health or environmental problem in a privately serviced area where:
      - i. The community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
      - ii. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
      - iii. A definition of the Public Service Area boundary and the terms of provision of service are established
    - c. To support economic development in unique situations in the rural area, such as for the Carp Airport, where:
      - i. The community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
      - ii. The mechanisms for financial capital costs, operating costs and infrastructure replacement reserve costs are established.

- iii. The definition of the Public Service Area boundary and the terms of provision of service are established. [Amendment #76, August 04, 2010]
- 6. Areas adjacent to public water and wastewater services but outside any defined Public Service Areas are not permitted to connect to public services. [Amendment #76, August 04, 2010]
  - a. ~~Notwithstanding the policies of Section 2.3.2, the properties known municipally as 2075, 2201, 2207, 2217, 2229, 2241, 2255, 2287, 2317, 2331, 2339, and 2347 Trim Road shall be connected to municipal services given the impacts to the private septic systems and wells by the widening of Trim Road. In addition, as per the direction of the Agricultural and Rural Affairs Committee on September 6, 2012, the following properties shall be connected: 5210, 5220, 5330 Innes Road and 2035 Trim Road.~~ [Amendment #108, October 17, 2012]
- 7. The City will discourage future growth on the basis of partial services, particularly where City water is provided to resolve a groundwater contamination issue. Growth may be considered where an Environmental Assessment, ~~as referred to in policy 5 c) above,~~ has addressed the potential for aquifer contamination by pollution from ~~sewage~~ private septic system effluent, and has addressed the impact of indiscriminate water use. [Amendment #76, August 04, 2010]

### Exceptions

- 8. Notwithstanding the policies of Section 2.3.2, development on the properties known municipally 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), located outside the urban boundary, will be permitted to connect to the potable water service. [Amendment #57, November 28, 2007] [Amendment #76, August 04, 2010]
- 9. Notwithstanding the policies of Section 2.3.2, the properties known municipally as 2075, 2201, 2207, 2217, 2229, 2241, 2255, 2287, 2317, 2331, 2339, and 2347 Trim Road shall be connected to municipal services given the impacts to the private septic systems and wells by the widening of Trim Road. In addition, as per the direction of the Agricultural and Rural Affairs Committee on September 6, 2012, the following properties shall be connected: 5210, 5220, 5330 Innes Road and 2035 Trim Road. [Amendment #108, October 17, 2012]

### Private Water and Wastewater Services

Outside of the water or wastewater Public Service Areas, water supply or wastewater treatment and disposal is on the basis of privately-owned services. Construction and maintenance of privately-owned services are the responsibility of the owner. The policies in this Plan provide for the continued use of private services where it is done in a safe and environmentally-appropriate manner.

Areas serviced by private services can be subject to unique operational problems that can result in health and environmental concerns. Owners should understand the proper operation of their systems to protect both their own and their neighbours' health and safety. The technologies available to ensure the safe operation of private individual systems have improved substantially over recent years. Modern technologies for water treatment and wastewater pre-treatment can ensure the safe operation of private systems under even the most severe circumstances.

The City is investigating means to implement more proactive inspection processes for well and septic systems, including better inspection procedures at the time of construction and on-going regular inspections for the life of the well or septic system. Properly constructed and operated private systems provide a cost-effective and safe means to service property. Private services include water supply or wastewater disposal systems serving development on one lot and under single ownership. These typically include single well and septic systems serving residential development, but also include larger well and septic systems serving commercial or institutional development. Some areas in the city are serviced by a combination of private and public services. Section 4.4 of the Plan contains more detailed policies related to private services and types of developments.

**Policy**

10. All development outside of Public Service Areas will be on the basis of private services.

**Partial Services**

The intention of this Plan is to ensure that where public services are provided, that this include both public water and public wastewater. However, some rare exceptions may occur.

**Policy**

11. Partial Services shall only be considered in the following circumstances:

- a. Where they are 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. [Amendment #76, August 04, 2010]

**Private Services in Public Service Areas**

At some locations in the city, pockets of development exist on private services within designated Public Service Areas and the City has no commitment to extend public services to these pockets. This situation has typically resulted as the expansion of the Public Service Areas has surrounded previously established areas.

**Policy**

12. Notwithstanding policy 1 above, where no provision for public services exists, the City may permit development on private services in defined Public Service Areas provided that it can be demonstrated to the satisfaction of the City that such development:

- a. Is proposed in a circumstance where public services are not currently technically or financially ~~feasible~~ ~~reasonably available~~;
- b. Can adequately be serviced by private individual services in accordance with Section 4.4;
- c. Is of a minor nature that consists of a single building comprising a commercial, institutional or public use; residential infilling within residential clusters; a farm severance as provided for in Section 3.7.3 of this Plan or other uses of similar nature and scale;
- d. Will not compromise the longer-term development of the area on public services.

Public Service Area developments that are permitted on private services under this policy will be required to pay for connection to the public services as they become available.

### **2.3.3 – Drainage and Stormwater Management Services**

Land-use change creates the need for drainage services to ensure safe, well-drained sites. The provision of storm sewers to efficiently convey frequent runoff is combined with overflow (or surface) routes that convey larger, less frequent flows that exceed storm sewer capacity. This “major/minor” system approach to drainage provides protection from flooding in new developments.

Uncontrolled stormwater runoff can also impair aquatic habitat, increase erosion threats and limit the recreational potential of local rivers and streams. Increased flooding and erosion can also impact municipal drains when development occurs adjacent to them. Beyond protecting life, property and infrastructure from flooding, stormwater management services are also required to mitigate the impacts of land-use change on receiving watercourses, including municipal drains.

The provision of appropriate drainage and stormwater management services requires coordination with land-use planning, and assessment of receiving watercourses (including municipal drains), environmental features and natural hazards, all of which is typically achieved through environmental management plans and subwatershed plans. Policies for these plans and stormwater site management plans are found elsewhere in this Plan.

As noted above, the Infrastructure Master Plan provides a comprehensive statement of the City's stormwater management policies. These policies cover established practices as well as identify new directions for stormwater management planning, in particular:

- Planning for stormwater retrofit; and
- Requiring increased efforts to reduce runoff volumes.

Stormwater retrofit planning is required to address the cumulative impacts of infill/ redevelopment in areas of the city that developed without stormwater management. Requiring increased efforts to reduce runoff volumes reflects the growing body of science that indicates conventional stormwater management efforts (peak flow controls) are not always sufficient to maintain the long-term health and stability of receiving watercourses.

Policies also exist in the Infrastructure Master Plan that require new development adjacent to municipal drains to implement appropriate stormwater management measures.

[Amendment #76, OMB File #PL100206, August 18, 2011]

### **Policies**

1. Development will be in accordance with the system capacity for drainage and will implement stormwater management and where relevant, will conform to stormwater site management plans, the Infrastructure Master Plan and community design plans practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse. [Amendment #76, OMB File #PL100206, August 18, 2011]
2. In order to mitigate the impacts of intensification on receiving watercourses inside the Greenbelt, the City will
  - a. Fully integrate the assessment of receiving watercourses and required mitigating works with the development of community design plans and other planning studies for areas inside the Greenbelt;
  - b. Develop a citywide stormwater management (SWM) retrofit plan to identify and prioritize SWM retrofit projects.

[Amendment #76, OMB File #PL100206, August 18, 2011]

3. Where approved Master Drainage Plans are in place but do not meet current receiving system standards or requirements for quality or quantity controls, as identified in consultation with appropriate Conservation Authority and municipal infrastructure staff, current standards may supersede the requirements of the Master Drainage Plan. The determination of the application of current standards will be subject to consultation between the City, appropriate Conservation Authority, affected landowners and other relevant stakeholders and will have regard to the planning, design and approval status of developments and infrastructure within the drainage area [Amendment #76, Ministerial Modification #9, OMB File #PL100206, August 18, 2011]
4. Where an approved Master Drainage Plan exists but the supporting facilities are not yet in place or are not being implemented, interim or alternative measures must meet quality and quantity standard for the received water body identified in consultation with appropriate Conservation Authority and



municipal infrastructures staff. [Amendment #76, Ministerial Modification #9OMB File #PL100206, August 18, 2011]

5. Alternative mitigation measures proposed in Stormwater Management Plans for rural subdivisions will include provisions that have monitoring components and mitigation requirements to ensure that the implemented plans are meeting quality and quantity objectives. [Amendment #76, Ministerial Modification #9, OMB File #PL100206, August 18, 2011]

## **2.4 – Maintaining Environmental Integrity**

The environment is the collection of support systems that makes the lives of humans and other species possible. It is the air we breathe, the ground beneath our feet, the water we drink, and the energy that heats our homes and powers our society. The environment is not only the tangible elements of earth, air, water and energy, but also the processes that maintain these elements and the interactions that occur among them. These processes and interactions can be local or global in nature. The challenge in planning for the environment is to anticipate how these processes and interactions are affected by human activity and to act so that their integrity can be preserved under changing conditions.

Typically, change occurs through small steps, each one of which may have little impact on the environment but that – taken together – may have large and unplanned cumulative effects. Thus environmentally-sensitive planning occurs at two levels: policies that govern land development can anticipate and address effects at the individual site level, while large-scale plans covering whole ecosystems (such as watershed plans) can assess cumulative impacts and overall ecological health. This Plan contains both types of planning.

Natural features, groundwater and surface water systems cross municipal boundaries. The City will undertake environmental studies in partnership with the Conservation Authorities and neighbouring municipalities, recognizing that the municipalities share the same natural systems, and impacts on those systems. Arising from their historic and continuing use and knowledge of the rivers within the city, the Algonquins of Ontario have a fundamental interest in matters relating to the protection and utilization of historic waterways (e.g. Ottawa River, Rideau River, Mississippi River, Jock River, and Carp River) throughout the City of Ottawa. Hence, the City will engage the Algonquins in discussions concerning the preparation of environmental studies affecting natural features, groundwater and surface water associated with these waterways. [Amendment #76, OMB File #PL100206, July 21, 2011]

The Official Plan is one of several municipal plans that contribute to environmental quality within the city:

- The Transportation Master Plan, with its mandate to support walking, cycling and transit, has a pivotal role in reducing the city's energy consumption, improving air quality, and minimizing the overall demand for land and other resources.
- The Infrastructure Master Plan, with its mandate to support growth through the provision of safe and sustainable water, wastewater and stormwater services, plays an important role in the protection of the city's rivers and streams.
- The City's Corporate Plan guides the actions the City can take as a corporation to support environmental sustainability.
- The Environmental Strategy sets a broad framework for the environment, including energy use; air, soil and water quality; climate change; land use and management; biodiversity; and waste generation and management.

The Official Plan protects and enhances the quality of the environment in the city by:

- Improving air quality and reducing greenhouse gas emissions;
- Identifying and protecting natural features and prime agriculture land and ensuring mineral resources are used carefully;
- Planning on the basis of the natural systems defined by watersheds;



- Managing groundwater resources;
- Planning for forests and other greenspaces.

The City also adopts policies outside these plans to support human health and the health of the environment. In 2004 the City adopted a corporate policy prohibiting the cosmetic use of chemical pesticides on City outdoor property. [Amendment #76, OMB File #PL100206, July 21, 2011]

### **2.4.1 – Air Quality and Climate Change**

Good air quality is critical to maintaining environmental and human health. Air quality concerns in Ottawa relate primarily to particulate matter, resulting largely from transportation sector emissions.

Air quality and climate change are related issues, in that they share some common causes and solutions in the context of land-use planning. Climate change is one of the critical environmental challenges facing the world and measures to both reduce GHG emissions (mitigation) and prepare for the impacts of climate change (adaptation) need to be incorporated into all levels of City decision-making including the Official Plan and related Master Plans.

The City has made a commitment to reduce greenhouse gas emissions in both corporate operations and at the community level. Emissions are monitored and targets set and revised through the Environmental Strategy and the Air Quality and Climate Change Management Plan.

The Official Plan makes a significant contribution to reducing emissions and adapting to climate change through its support for sustainable growth management and transportation policies, support for measures such as renewable energy which reduce the impact of the built environment, and support for energy efficient and green design measures.

[Amendment #76, OMB File #PL100206, July 21, 2011]

#### **Policies**

1. The City will reduce GHG emissions in the development and building sector by:
  - a. Promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans.
  - b. Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.
  - c. Facilitating and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.
  - d. [Amendment #76, OMB File #PL100206, July 21, 2011]
2. The City will reduce air emissions and GHG emissions resulting from the transportation sector by:
  - a. Providing opportunities for the use of energy efficient transportation modes in order to minimize individual motor vehicle travel in favour of walking, cycling and transit.
  - b. Establishing aggressive modal split targets and a transportation demand management program through the Transportation Master Plan and related policies.
  - c. Supporting the rapid transit Network within the Official Plan through targets and policies for intensification of Mixed-Use Centres at rapid transit stations.[Amendment #76, OMB File #PL100206, July 21, 2011]
3. The City will take measures to adapt to the effects of climate change by:
  - a. Completing a climate change adaptation strategy
  - b. Considering the potential impact of climate change and adaptation strategies when completing environmental management and sub-watershed plans
  - c. Ensuring that development avoids potential natural hazards resulting from extreme weather events such as flooding and slope failure

- d. Reducing the urban heat island effect through landscaping, tree planting, and encouragement of courtyards and innovative green spaces with permeable surfaces and trees and of green building measures such as the use of green roofs, living walls and light coloured building materials.

[Amendment #76, OMB File #PL100206, Ministerial Modification # 10, July 21, 2011]

#### **2.4.2 – Natural Features and Functions**

The policies in this Plan address both natural features as well as natural functions. Natural features are defined here as physically tangible elements of the environment, including wetlands, forests, ravines, and rivers and valleylands, and associated wildlife habitat areas along the edge of, or which support significant ecological functions within, the natural feature. All natural features perform an array of natural functions, resulting from natural processes, products or services such as groundwater recharge, provision of wildlife habitat, temperature moderation, natural cleansing and filtration of surface water, and carbon sequestration (carbon sinks). These natural functions occur within a natural system, such as air or water, or as a result of the interactions between natural systems. While the visible natural feature can be identified and protected, the long-term health and viability of the natural functions is more difficult to assess. [Amendment #76, OMB File #PL100206, April 26, 2012]

The province and municipalities have examined natural features in the past, on the basis of their size, species diversity, and other characteristics, to determine those that are the most significant and warrant protection through public ownership or through regulations concerning their development. In Ottawa, most of these significant woodlands and wildlife habitat are designated as Natural Environment Areas and Rural Natural Features and include wetlands that, while not provincially-significant, maintain the natural function of the area. These features, in addition to provincially-significant wetlands, comprise a natural heritage system linked by watercourses and valleylands that extends throughout the urban and rural area and into adjacent municipalities. [Amendment #76, OMB File #PL100206, April 26, 2012]

The natural heritage system in Ottawa is identified and protected by watershed and other environmental plans, land-use designations, ~~in Schedules A and B, the Natural Heritage System Overlay (Schedules L1, L2 and L3)~~ and policies that govern how land is used to ensure that development does not result in negative impacts on natural features or their functions. In this regard, the diversity and connectivity of natural features and the long-term ecological function and biodiversity of the City's natural heritage systems shall be maintained, restored, or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features [Amendment #76, OMB File #PL100206, Ministerial Modification # 11, April 26, 2012] [Amendment #109, November 29, 2012]

#### **Policies**

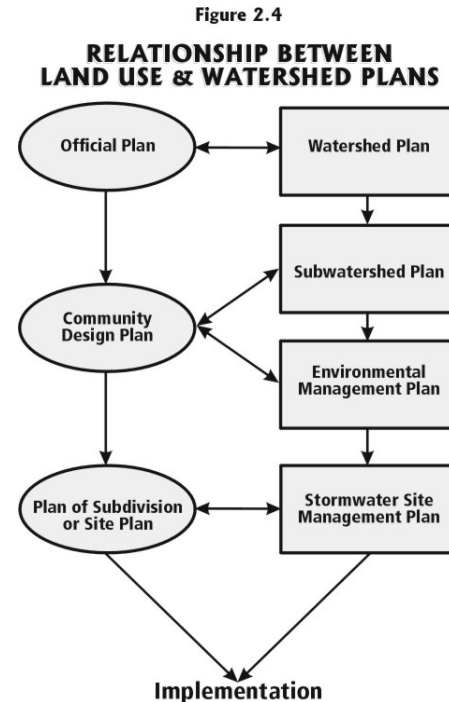
1. The natural heritage system in Ottawa comprises the following significant features and the natural functions they perform:
  - a. Provincially significant wetlands as identified by the Ministry of Natural Resources
  - b. Significant habitat for endangered and threatened species, as approved by the Ministry of Natural Resources;
  - c. Significant woodlands defined in the rural area as woodlands that combine all three features listed below in a contiguous, forested area:
    - i. Mature stands of trees 80 years of age or older; and
    - ii. Interior forest habitat located more than 100 m inside the edge of a forest patch; and
    - iii. Woodland adjacent to a surface water feature such as a river, stream, drain, pond or wetland, or any groundwater feature including springs, seepage areas, or areas of groundwater upwelling;
  - d. Wetlands found in association with significant woodlands;

- e. Significant valleylands defined as valleylands with slopes greater than 15% per cent and a length of more than 50 m, with water present for some period of the year, excluding man-made features such as pits and quarries;
  - f. Significant wildlife habitat found on escarpments with slopes exceeding 75% per cent and heights greater than 3 m; or within significant woodlands, wetlands, and valleylands; or that may be identified through subwatershed studies or site investigation;
  - g. Life Science Areas of Natural and Scientific Interest as identified by the Ministry of Natural Resources;
  - h. Earth Science Areas of Natural and Scientific Interest as identified by the Ministry of Natural Resources designated on Schedule K;
  - i. Urban Natural Features, consisting of remnant woodlands, wetlands and ravines within the urban area;
  - j. Forest remnants and natural corridors such as floodplains that are identified through planning or environmental studies such as watershed or subwatershed plans, environmental management plans, community design plans, environmental impact statements or tree conservation reports as linkages between the significant features defined above, but may not meet the criteria for significance in their own right,
  - k. Groundwater features, defined as water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations;
  - l. Surface water features, defined as water-related features on the earth's surface, including headwaters, rivers, stream channels, drains, inland lakes, seepage areas, recharge/discharge areas, springs, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics, including fish habitat.  
[Amendment #76, OMB File #PL100206, April 26, 2012]
2. The natural heritage system, as defined in policy 1, is protected by:
- a. Establishing watershed and subwatershed plans as the basis for land-use planning in Ottawa through policies in Section 2 of this Plan.
  - b. Protecting the quality and quantity of groundwater through policies in Section 2;
  - c. Designating most significant features as Significant Wetlands, Natural Environment Areas, Urban Natural Features, and Rural Natural Features on schedules within the Plan and setting policies in Section 3 to ensure they are preserved;
  - d. Illustrating as much of the natural heritage system as can be accurately reflected at the scale of the Natural Heritage System Overlay depicted on Schedules L1, L2 and L3 in order to assist in identifying the requirement for an Environmental Impact Statement for development proposed in or adjacent to features described in Policy 1. [Amendment #109, November 29, 2012]
  - e. Ensuring that land is developed in a manner that is environmentally-sensitive through the development review process in keeping with policies in Section 4 regarding such matters as design with nature, erosion protection and protection of surface water, protection of significant habitat for endangered and threatened species and requirements for Environmental Impact Statements. [Amendment #109, November 29, 2012]  
[Amendment #76, OMB File #PL100206, April 26, 2012]
3. ~~Regardless of whether an area is identified by the overlay shown in Schedules L1, L2 and L3 of this Plan,~~ the features are designated in this Plan, an Environmental Impact Statement is required for development proposed within or adjacent to features described in Policy 1 above, with the exception of surface and groundwater features. Development and site alteration within or adjacent to these features will not be permitted unless it is demonstrated through an Environmental Impact Statement that there will be no negative impact on the feature or its ecological functions. The policies regarding Environmental Impact Statements and the definition of terms are contained in Section 4.7.8. [Amendment #76, OMB File #PL100206, April 26, 2012] [Amendment #109, November 29, 2012]

Figure 2.6

### 2.4.3 – Watershed and Subwatershed Plans

Watershed planning is an integrated, ecosystem approach to land-use planning based on the boundaries of a watershed. A watershed, also known as a catchment or basin, is the land drained by a river and its tributaries. It is separated from adjacent watersheds by a land ridge or divide. A subwatershed is usually a smaller area of land draining to a single tributary of a larger river. Watershed and subwatershed plans attempt to balance environmental protection, conservation and restoration with development and land-use practices to ensure the long-term health of the watershed. The relationship between Watershed plan and land use plans is demonstrated in Figure 2.6. Drawing on fieldwork and scientific analysis, these plans identify stressors on natural systems and propose measures to mitigate these stressors and enhance natural systems. Watershed and subwatershed plans address such matters as setbacks from water bodies, stormwater management requirements, protection of significant natural features and habitat linkages, and opportunities to rehabilitate degraded areas or otherwise enhance the environment. They are as important in the urban area as they are in the rural area. [Amendment #76, OMB File #PL100206, April 26, 2012]



Watershed and subwatershed plans investigate the natural features and functions of the watershed, such as the river and stream system, groundwater resources and recharge areas, and woodland and wetland habitats in order to:

- Document the existing condition of the natural heritage system within the watershed; [Amendment #76, OMB File #PL100206, April 26, 2012]
- Identify the significant woodlands, wetlands, wildlife habitat and other significant features and linkages within the watershed that need to be protected, along with surface and groundwater features; [Amendment #76, OMB File #PL100206, Ministerial Modification # 12, April 26, 2012]
- Assess the potential impacts of existing and future land-use activities; including cumulative impacts, and recommend measures to avoid or mitigate these; [Amendment #76, OMB File #PL100206, April 26, 2012]
- Identify opportunities to restore and enhance the natural system and promote compatible uses.

These plans are usually undertaken cooperatively by the City, the Conservation Authorities and other interested parties. Responsibility for implementing these plans is shared.

#### Policies

1. The City, in consultation with Conservation Authorities in the Ottawa area, will prioritize areas for watershed planning, based on such factors as the environmental condition of the natural system, development pressure, changing land-use activities and community support.
2. The City will request that the Conservation Authorities coordinate the preparation of watershed plans in accordance with the priorities established in policy 1. The plans will be prepared jointly by the Conservation Authorities and the City, with participation from other agencies, including the Ontario Ministries of Natural Resources, Environment, and Agriculture and Food; the National Capital Commission; Parks Canada and the Department of Fisheries and Oceans; and other private and

public interests as may be required by the circumstances within a specific watershed. Where a watershed boundary extends beyond the jurisdiction of the City, adjacent municipalities will be invited to participate. [Ministerial Modification 3, November 10, 2003]

3. As a general guide, a watershed plan will contain the following components:
  - a. Identification and assessment of the natural heritage system within the watershed including headwater area and other surface water and groundwater features; [Amendment #76, OMB File #PL100206, April 26, 2012]
  - b. Recommendations on management strategies, implementation and monitoring to address the preservation, enhancement and rehabilitation of those features, including direction on public access where appropriate;
  - c. Definition of the boundaries of component subwatersheds and the identification of priorities for more detailed planning of subwatersheds;
  - d. The general terms of reference for subwatershed plans.
4. Once a watershed plan is approved by City Council, the City will implement the recommendations of the plan where it has the ability to do so through existing programs, the development review process, subwatershed plans, environmental management plans, and other mechanisms and will encourage other parties to do the same. Areas where watershed or subwatershed studies have been approved are shown in Annex 2. [Amendment 13, September 8, 2004]

### **Subwatershed Plans**

5. The City will define the limits of subwatersheds through the watershed plan or, if there is no watershed plan available at the time the subwatershed study is scheduled to begin, in consultation with the appropriate Conservation Authority.
6. The City will coordinate the preparation of subwatershed plans unless all interested parties agree that coordination would best take place through another agency. In all cases, the subwatershed plans will be prepared in consultation with the appropriate Conservation Authority.
7. A subwatershed plan will be undertaken:
  - a. If a watershed plan indicates it is a priority;
  - b. If the environmental health and condition of the subwatershed area is degraded or at risk of degrading;
  - c. As a basis for City Council consideration of a community design plan or an application to amend the Official Plan which provides for new development areas or redevelopment areas, or applications to subdivide land in locations that are largely undeveloped. A subwatershed plan shall guide development patterns and therefore should be the first step in planning for land uses. It may proceed in concert with the land use plan. As a priority, the subwatershed plan will identify the natural heritage system areas that are worthy of protection and establish mechanisms to secure these areas and to ensure development has no negative impact on the system. Where the proposed development is deemed to be of limited extent and impact, based on consultation with the appropriate Conservation Authority and other relevant bodies, City Council may waive the requirement for the subwatershed plan. Where the requirement for the subwatershed plan is waived, the natural heritage system will be identified in keeping with the policies of this Plan along with measures to ensure development has no negative impact on the system. Natural areas that are worthy of protection will be identified and mechanisms to secure these lands will be established. [OMB decision #1582, June 17, 2005] [Amendment #76, OMB File #PL100206, Ministerial Modification # 13, April 26, 2012]
8. The general terms of reference for a subwatershed plan will be defined in the appropriate watershed plan and will be reviewed at study initiation. Where no watershed plan exists, the detailed terms of reference will be determined based on subwatershed requirements but will generally address:
  - a. The natural features and their functions that comprise the natural heritage system as described in Section 2.4.2; [Amendment #76, OMB File #PL100206, Ministerial Modification # 14, April 26, 2012]



- b. Subwatershed objectives and recommendations regarding areas for development and preservation, protection of headwater areas, surface water and groundwater features, public access, and implementation; [Amendment #76, OMB File #PL100206, April 26, 2012]
  - c. Guidelines for development, including stormwater management requirements;
  - d. The provision, operation and maintenance of stormwater management facilities;
  - e. Monitoring of all aspects of the plan.
9. Once a subwatershed plan is approved by City Council as a statement of City Council policy, the City will implement plan recommendations where it has the ability to do so, such as through existing programs, development review and approvals, environmental management plans, and other mechanisms. The City will encourage other parties to undertake whatever actions are within their jurisdiction to implement subwatershed plans.

### **Environmental Management Plan**

10. Where implementation of a subwatershed plan requires further detail or coordination of environmental planning and stormwater management among several sites, the City will coordinate the preparation of an environmental management plan, in consultation with the Conservation Authorities.
11. An environmental management plan will address such matters as:
- a. Delineation of setbacks from surface water features; [Amendment #76, OMB File #PL100206, April 26, 2012]
  - b. Specific mitigation measures to protect significant features, identified for preservation at the subwatershed level; [Amendment #76, OMB File #PL100206, April 26, 2012]
  - c. Conceptual and functional design of stormwater management facilities and creek corridor restoration and enhancement.
12. Recommendations from environmental management plans will be implemented largely through development approval conditions and stormwater site management plans.

### **2.4.4 – Groundwater Management**

Protecting, improving and restoring the quality and quantity of groundwater is an environmental and public health issue. Groundwater contributes to the base flows of streams as well as to the quantity and quality of potable water drawn from wells. As more is learned about the groundwater system in Ottawa, use of the resource can be managed better to ensure that flows within natural systems are maintained and that new development can be accommodated within the system without affecting supplies available to other users.

Groundwater management is a shared responsibility in Ontario. Groundwater is considered a resource by the Province and there are a number of Ministries with interest and responsibilities including: the Ministry of the Environment, the Ministry of Natural Resources, Agriculture and Food and the Ministry of Municipal Affairs and Housing. The local Conservation Authorities are concerned about groundwater as a resource within their watershed areas and they are leading the development of Source Water Protection Plans under the *Clean Water Act*. Source Water Protection Plan will address: groundwater recharge areas; wellhead protection areas and other vulnerable sources of groundwater such as wetlands. Ministerial approval of these Plans are targeted for completion in 2014 is expected in 2013-14 with implementation to follow.

The City is responsible for the regulation of land use and development that impacts groundwater resources; the operation of public drinking water systems including public communal wells and the delivery of public health programs and educational materials. The City is also responsible for helping to find a remedy when groundwater-based drinking water sources are contaminated. Therefore the City has a major responsibility and interest in the protection of groundwater and surface water from contamination.



The protection of groundwater quality and quantity, and surface water quality and quantity as it relates to groundwater, is a priority to Council in recognition of the dependence of the rural population on these resources for drinking water and food production

In 2003, the City adopted a Groundwater Management Strategy with a two-phased approach to safeguard the integrity of our groundwater resources. In Phase One, the City has been concentrating on the development and preparation of groundwater characterization studies and public education programs. In Phase Two, the City will develop a framework in which to more clearly identify, prioritize, and complete the groundwater management activities outlined in its Groundwater Management Strategy.

[Amendment #76, August 04, 2010]

### **Policies**

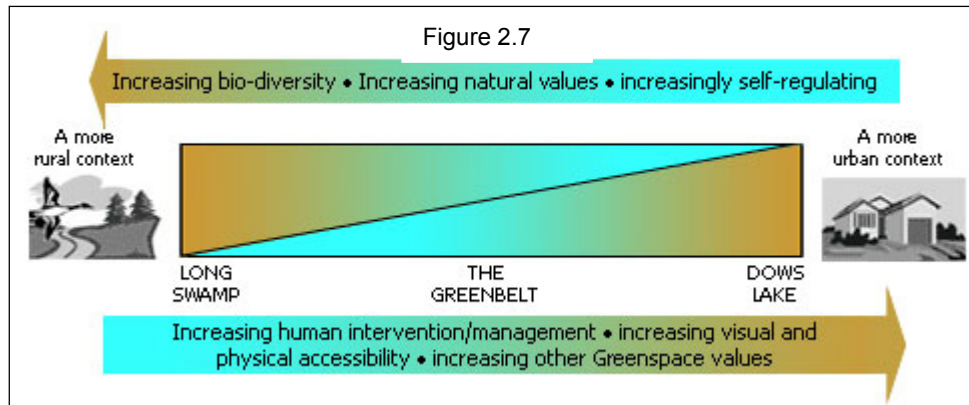
1. Where monitoring and characterization of the groundwater resource has indicated degradation of the resource function, the ~~z~~Zoning ~~b~~By-law will restrict uses to prevent further impacts on that function.
2. Where monitoring and characterization of the groundwater resource has indicated that a significant resource function exists, the ~~z~~Zoning ~~b~~By-law will restrict uses to protect that function.
3. The City will:
  - a. Investigate, identify, record and analyse the extent and characteristics of the groundwater resources;
  - b. Identify and evaluate potential sources of groundwater contamination which arise from a variety of land-use practices and industrial activities;
  - c. Develop and maintain a database, which will provide ready access to, and manipulation of, groundwater data, including geological, hydro-geological, and water quality information and make database information available to the public;
  - d. Ensure that there are current best management practices, protection policies and regulations to guide development so that reliable use and functions of groundwater resources can be maintained;
  - e. Use the information gained through investigation and analysis when reviewing development and building applications under the *Planning Act*;
  - f. Ensure that programs to inform the community about best practices related to groundwater resource issues are developed and that the community is involved in collective decision-making regarding the protection, preservation and stewardship of groundwater resources and in making wise individual decisions regarding private well and septic matters.[Amendment #76, August 04, 2010]

### **2.4.5 – Greenspaces**

Ottawa's greenspaces assume many forms: sensitive wetlands and forests in urban and rural areas, playing fields and playgrounds, landscaped parkways, and the casually tended grass around stormwater management ponds. Greenspace is defined here to include the natural features designated in the Plan in the urban and rural area, as well as the large park and leisure areas designated as Major Open Space or the smaller areas zoned for park and leisure but not shown in the Plan. Greenspaces such as the Rideau Canal, Beechwood Cemetery, the Central Experimental Farm and other cultural heritage landscapes are also included, as well as the creek and river corridors and recreational pathways that connect greenspaces. Many of the islands and greenspaces in an adjacent to the major waterways have high potential as archaeological sites.

The values ascribed to different areas within a greenspace system range along a continuum as shown in Figure 2.7 [Amendment #76, Ministerial Modification #15, August 18, 2011]. Large forests and wetlands in the rural area have been identified as the most significant in the city in terms of maintaining natural functions and diversity in plant and animal communities. While greenspaces and woodlands in Villages and in the urban area may serve natural functions, they are also valued for serving more human needs: a

green retreat, a living classroom and laboratory, and a place for outdoor recreation. Greenspaces and woodlands in urban areas and Villages also help create a sense of place and provide physical boundaries, features and buffers within and between communities. They moderate climate and provide a place to grow food in community gardens. As historical settings, cultural heritage landscapes provide information about the past.



The Ottawa forest grows throughout the city's greenspaces, as individual trees in downtown neighbourhoods, as protected woodlots in new communities, and as forests in the rural area. Trees improve the quality of the air and water around them, provide shelter for humans and wildlife, and give pleasure to those who view them. In the urban area, large mature trees are especially valued: trees that large will not grow again along urban roads or in other areas until the presence of road salt and other pollutants is reduced. Altogether, about 28 per cent of the city is forested.

Ottawa residents value their greenspaces and recognize the contribution greenspace makes to the high quality of living here. As the population of the city grows to 2031, the challenge will be to maintain these high standards as new communities are added and existing neighbourhoods accommodate infill and redevelopment. Through amalgamation in 2001, the city has never been better positioned to meet this challenge, with a single level of government now in place to provide leadership and pursue a single vision for all forms of greenspace in partnership with other levels of government, the private sector and the community.

Council has adopted the *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* to express Council's objectives for urban greenspace: an adequate supply of greenspace, readily accessible to residents as a connected network of high-quality spaces planned and maintained on a sustainable basis. A major accomplishment of the Plan is the mapping and evaluation of all greenspaces within the urban area, the legacy of former municipal governments, the National Capital Commission, and others. The backbone of the master plan is an Urban Greenspace Network, a continuum of natural lands and open space and leisure lands that in time could connect every neighbourhood in Ottawa to a larger network that connects to the Greenbelt and spans the city. Planning greenspaces in relationship to a network:

- Increases accessibility to greenspace throughout the city;
- Helps identify priorities for filling gaps and extending the network;
- Creates a context for planning neighbourhoods and larger communities that include connections to the network;
- Supports sustainability of natural lands within the network.

Lands off the Urban Greenspace Network are also important, particularly the remaining natural lands within the urban boundary on Schedule A. In 2006, an evaluation of the remaining natural areas, both on

and off the urban network, was completed through the Council-approved Urban Natural Areas *Environmental Evaluation Study* (March 2005) and *Addendum Report* (March 2006). Priority lands to secure for their environmental value through acquisition or other means were identified in the *Urban Natural Areas Features Strategy*, approved by Council in May 2007.

The *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* includes various strategies to achieve Council's greenspace objectives, including a commitment to extend the multi-use, city-wide pathway system, the preparation of plans needed to fill gaps in the network, and development of design guidelines for "Green Streets" and parks. In addition to specific strategies, the master plan will also be implemented through the day-to-day conduct of municipal business. Through its planning and development review responsibilities, through public works and through management of its own lands, the City can ~~create~~ **realize** its greenspace vision ~~for 2021~~. The *Master Plan* is implemented in part through actions outside the Official Plan, and in part through policies in this and other sections. [Amendment 45, September 27, 2006]

[Amendment #76, OMB File #PL100206, August 18, 2011]

### **Policies**

1. The City has adopted a *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* to express Council's objectives for greenspace within the urban area and will implement this Plan through the following measures:
  - a. Designating greenspaces, including municipal parks or groupings of municipal parks of 7.0 ha or more, in the Official Plan in a manner that reflects their function and ensuring that their boundaries are accurately presented in the ~~z~~Zoning ~~b~~By-law;
  - b. Encouraging a high quality of urban design, consistent with the objectives and principles of Section 2.5.1, where natural lands and open space and leisure areas are used as integral elements in the design;
  - c. Pursuing greenspace opportunities when undertaking public works, for example by enhancing vegetation and natural functions or providing open space and leisure areas as an integral part of plans for new public works;
  - d. Considering the greenspace function of any municipal lands considered surplus before any decision on disposal is made. The City will consult with the community before considering disposal of any public park and where a park is sold, the proceeds will be only be used for park acquisition or improvement. [Amendment 45, September 27, 2006]
2. The City will acquire land in the urban area where public ownership is required to secure land for greenspace purposes, in keeping with the acquisition policies in Section 5.2.1. In addition, community design plans for Developing Communities may refine priorities for the acquisition of land for specific greenspace purposes. [Amendment 45, September 27, 2006]
3. The City will seek opportunities to build the Urban Greenspace Network through:
  - a. The review of development applications, to seek opportunities at various scales to fill gaps in the network, provide connections to the Urban Greenspace Network, and extend it to new urban communities wherever possible;
  - b. The design of transportation corridors, infrastructure and other municipal facilities to fill in gaps in the network and extend its reach in new and established urban communities;
  - c. Implementing priority sections of the city-wide multi-use pathway system;
  - d. Partnerships with public and private partners to provide access to greenspaces. [Amendment 45, September 27, 2006]-
4. Privately-owned open spaces such as marinas, campgrounds and golf courses contribute to greenspaces in Ottawa. When reviewing an application to amend a ~~z~~Zoning ~~b~~By-law in these locations, the City will consider opportunities to maintain the Greenspace Network through the area and otherwise reduce the impact of the loss and may consider acquisition of the land in accordance with Section 5.2.1 policy 6 of this Plan. [Amendment 45, September 27, 2006]

5. Council will pursue the target for total greenspace, in the form of open space and leisure lands, across large areas of the urban area, to fulfill objectives expressed in the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces. A target of 4.0 hectares per 1000 population, or approximately 16 per cent to 20 per cent of gross land area, will be pursued. These open space and leisure lands are land that is in public ownership and is generally accessible to the public, such as: parks, major recreational pathways, land designated as Urban Natural Features or Major Open Space, flood plains and other hazard lands, and stormwater management facilities. Open space and leisure land where access is restricted, such as school grounds, private golf courses or other facilities, and land that is temporarily available for open space, such as land reserved for major transportation corridors and infrastructure will not be included in the target. [Amendment 45, September 27, 2006]
6. Greenspaces identified in this Plan are major assets that enhance the quality of life in the community and the environmental integrity of the city. Development on land adjacent to lands designated Major Open Space, Urban Natural Features or land within the National Capital Greenbelt, can benefit from and have a significant impact on the quality of these greenspaces. It is the City's objective to ensure, to the extent possible, that the design and character of private development and public works adjacent to these greenspaces enhances the visibility and accessibility of these public lands and contributes to their connection to the Urban Greenspace Network. This policy does not imply that public access through the private property or even private access from private property to the greenspace is required or permitted. In addition, where these public lands are in federal ownership access will be subject to federal review and approval. [Amendment #76, OMB File #PL100206, August 18, 2011]
7. Pending completion of a Forest Strategy, the City will maintain a target for forest cover for the entire city of 30 per cent. The City will increase forest cover in urban and rural areas through the planning and development review process by:
  - a. Identifying and protecting environmental areas designated in the Plan, including provisions for environmental assessments for adjacent lands;
  - b. Emphasizing tree preservation and planting in the requirements for private development and public works, including road corridors, parks and municipal buildings;
  - c. Developing guidelines for tree preservation and planting in the development review process, including a policy on compensation for loss of forest as a result of development. This policy, to be developed in consultation with the development industry and the community, will consider various forms of compensation, including planting on other sites owned by the applicant or the City. [Amendment 45, September 27, 2006]
8. Through the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces, Council supports a target of providing the open space and leisure land that is referred to in policy 5, within 400 metres of all homes in primarily residential areas in the urban area. This target is to ensure that greenspace is readily accessible to all residents. More specific targets for accessibility may be developed in community design plans and other plans, where appropriate. For example, targets for a reduced distance between residences and greenspace may be appropriate where residential densities are higher and less private greenspace is provided, such as in ~~Mixed-Use~~ Mixed Use Centres, or in residential neighbourhoods where seniors or young children would benefit from a shorter distance. [Amendment 45, September 27, 2006]
9. The City will work with Conservation Authorities, rural landowners, community groups, organizations working with urban forestry or private land forestry, and other interested parties on a strategy to manage and protect forests in the rural and urban area. This work will include:
  - a. Developing a by-law under the *Municipal Act* to regulate tree-cutting and preserve woodlands;
  - b. Developing current management plans for forests owned by the City;
  - c. Implementing best management practices for City-owned street trees and forests and taking a leadership role in urban forestry programs nationwide;
  - d. Continuing to naturalize City-owned greenspaces.

10. The City will work with the Conservation Authorities and other interested stakeholders to develop a by-law under the *Municipal Act* to regulate the removal of top soil, grade alteration, and placement of fill. [Amendment #76, OMB File #PL100206, August 18, 2011]
11. In cooperation with the Conservation Authorities, the City will support the stewardship of private lands through such means as:
  - a. Developing incentives such as the rural clean water program and rural reforestation program;
  - b. Encouraging publicly-funded programs to focus on actions that enhance natural environment systems, such as increasing vegetative cover on steep slopes or adjacent to watercourses or improving connections between wildlife habitat areas;
  - c. Providing information to rural landowners on land stewardship.

## **2.5 – Building Liveable Communities**

The basics of a liveable community are straight-forward. In the urban area, a liveable community has appropriate housing at a price people can afford. It is built around greenspaces and has places to shop, socialize and play nearby. Residents know where to find the local library, health services, schools and other community facilities. Many of these are within walking or cycling distance, and form a core for the community. Good transit provides connections to other destinations outside the community. Familiar views and landmarks tell residents where they are and heritage buildings tell them where they have come from. Most workplaces outside the community are within a reasonable commute. In the Rural Area, a liveable community has many of the features found in liveable urban neighbourhoods. Liveable Villages have a strong sense of community and draw in their dispersed country neighbours for shopping and services.

Many Ottawa communities provide most of the basics of a liveable community, but there are wide variations. It is these variations that provide communities with their unique sense of place. However, Ottawa's communities are changing. Population growth, economic development, finite resources, environmental concern, and financial limitations are triggering a re-evaluation about how we live and how we plan our communities.

This Plan proposes that Ottawa's communities be built on the basics: good housing, employment, ample greenspace, a sense of history and culture. But it also proposes to create more liveable communities by focusing more on community design and by engaging in collaborative community building, particularly in and around the *Mixed-Use Mixed Use Centres* and Mainstreets that have a great potential for growth. A focus on community design draws attention to how buildings and the spaces around them look and function in their setting. Since the best urban design is informed by a solid appreciation of the place being built, the people in it, and the community around it, this approach opens the door to creativity and dialogue. [Amendment 28, July 13, 2005]

### **2.5.1 – ~~Urban Design and Compatibility~~ Designing Ottawa**

#### **Urban Design**

Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City. The components of our communities where urban design plays a key role, include:

- **Built form**, including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;



- **Open spaces**, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;
- **Infrastructure**, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above- or below-grade infrastructure that impacts upon the design of the public realm.

Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street, Longfields Drive and Centrum Boulevard; and open spaces such as the Rideau Canal.

[Amendment #76, OMB File #PL100206, August 18, 2011]

### **Compatibility**

In support of lively and complete mixed-use communities, the City's growth management strategy includes intensification of development in the urban area over the next 20 years and concentrating rural development in Villages. Introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community's established characteristics. Development of large areas of undeveloped land or redevelopment of brownfield sites provides opportunity to create new communities. This Plan provides guidance on measures that will mitigate these differences between existing and proposed development and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification. [Amendment #76, OMB File #PL100206, August 18, 2011 & September 07, 2011]

In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' with among those functions that surround it the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development. Planned function refers to where a new vision for an area which is established through a community design plan or other similar Council-approved planning exercise, or where the Zoning By-law. The planned function may permit development that differs from what currently physically exists; addressing compatibility will permit development to evolve toward the achievement of that vision while respecting overall community character.

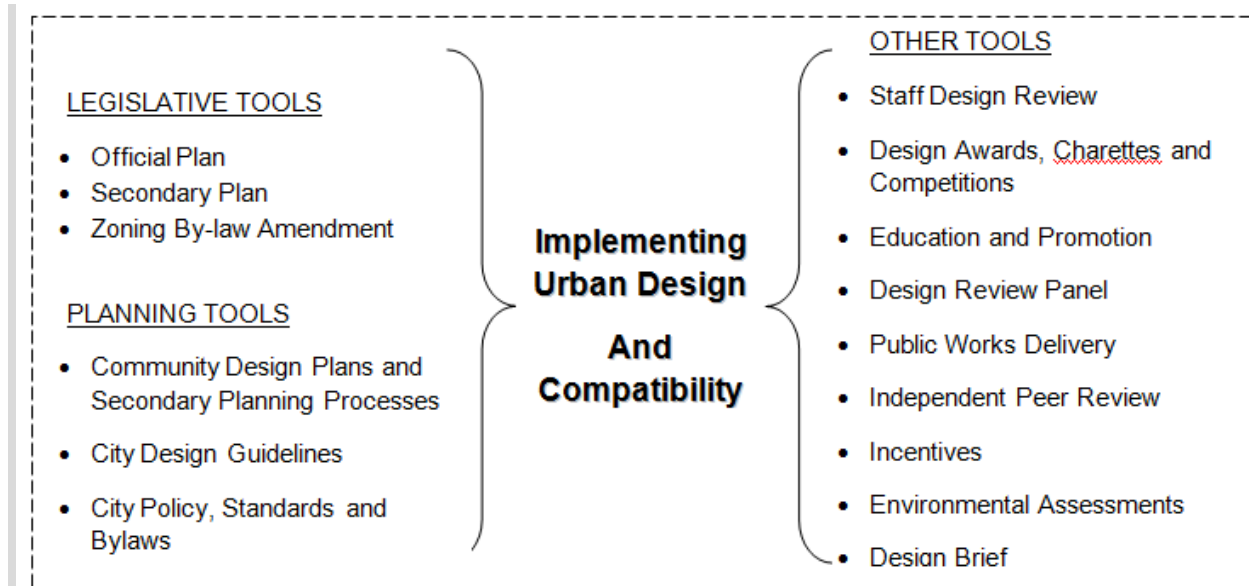
Objective criteria can be used to evaluate compatibility and these are set out in Section 4.11. Development applications and proposals for public works will be evaluated in the context of this section, as well as Section 4.11.

### **Tools for Implementing Urban Design and Achieving Compatibility**

To contribute to the achievement of this Plan's objectives, the City will use a combination of legislative and administrative tools to pursue a comprehensive urban design strategy. This Strategy is multi-faceted in its approach and will include initiatives such as the following:

Figure 2.8: Implementing Urban Design and Compatibility





### Design Objectives and Principles

The Design Objectives of this Plan listed below are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated, applicable, and are to be applied within to plans and development in all land use designations, and either at from a the city-wide level or on to a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases.

Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan.

Annex 3, to be entitled Design Framework, contains a number of Design Considerations, which provide suggestions as to how the Design Objectives and Principles could be met, but they do not form part of this Plan. The Design Considerations are not meant to be prescriptive, and do not constitute a checklist. None of the Design Considerations are expressed as policy, but rather are expected to act as a stimulus to development proponents to demonstrate how individual proposals will further the City's Design Objectives. Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations. [OMB decision #2649, September 21, 2006] [Amendment #76, Ministerial Modification #17, OMB File #PL100206, August 18, 2011]

### Design Objectives

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

### Principles:

Design should:

- Support the overall image of Ottawa as the Nation's capital.
- Recognize and reflect on the history of the city or community.
- Promote quality consistent with a major metropolis, and a prime business and tourist destination.
- Create distinctive places and appreciate local identity in patterns of development, landscape and culture.
- Reflect a thorough and sensitive understanding of place, context and setting.

- ~~○ Consider public art early in the design process and integrate it, as appropriate, as part of the project.~~

2. To define quality public and private spaces through development

**Principles:**

**Design should:**

- ~~○ Clearly define and connect public and private spaces by:~~
- ~~○ Defining and enclosing spaces using buildings, structures and landscaping.~~
- ~~○ Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric.~~
- ~~○ Enhance and enliven the quality, character and spatial delineation of public spaces.~~
- ~~○ Consider streets as public spaces.~~
- ~~○ Encourage a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. Depending on the stage of evolution of the street, it may be appropriate to achieve this principle in a number of ways e.g., building form, landscape treatment, architectural ornamentation.~~
- ~~○ Address the relationship between buildings and between buildings and the street.~~
- ~~○ Meet the needs of pedestrians as a priority.~~
- ~~○ Contribute to attractive public spaces and important vistas.~~
- ~~○ Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being.~~
- ~~○ Reduce the visual impact of infrastructure, public utilities, or street furniture by clustering or grouping them where possible, whether located within the public right of way or on private property. [Amendment #76, OMB File #PL100206, August 18, 2014]~~

3. To create places that are safe, accessible and are easy to get to, and move through.

**Principles:**

**Design should:**

- ~~○ Connect buildings and spaces through a network of roads, sidewalks, and pathways in ways that are understandable. These connections should be accessible to all users and incorporate the principles of universal access and where connections lead into a building, the building and its facilities should be designed so that it can be approached, entered, and used by persons with physical or sensory disabilities.~~
- ~~○ Integrate public transit with existing and new development, where feasible.~~
- ~~○ Provide appropriate (i.e., size and placement) signage identifying pathways, intersections and landmarks.~~
- ~~○ Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.~~

4. To ensure that new development respects the character of existing areas.

**Principles:**

**Design should:**

- ~~○ Integrate new development to complement and enliven the surroundings.~~
- ~~○ Allow the built form to evolve through architectural style and innovation.~~
- ~~○ Complement the massing patterns, rhythm, character, and context.~~

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

**Principles:**

**Design should:**

- ~~Achieve a more compact urban form over time.~~
- ~~Provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions.~~
- ~~Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time.~~
- ~~Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.~~

6. To understand and respect natural processes and features in development design.

**Principles:**

**Design should:**

- ~~Protect the City's natural heritage system and take an ecosystem approach to design that supports natural functions, such as natural drainage, groundwater recharge and discharge, and wildlife habitat.~~
- ~~Protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.~~
- ~~Demonstrate that all practical means of retaining stormwater on site have been considered.~~
- ~~Reduce the release of contaminants into the environment.~~

~~[Amendment #76, Ministerial Modification #9, OMB File #PL100206, August 18, 2011]~~

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

**Principles:**

**Design should:**

- ~~Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.~~
- ~~Consider use of renewable energy and alternative energy systems.~~
- ~~Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).~~
- ~~Reduce hard surfaces and maximize landscaping and site permeability on site.~~
- ~~Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.~~
- ~~Maximize re-use and recycling of resources and materials.~~
- ~~Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).~~
- ~~Utilize advanced water conservation and efficiency measures.~~

~~[Amendment #76, OMB File #PL100206, August 18, 2011]~~

### **Policy**

1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives. [Amendment #76, OMB File #PL100206, August 18, 2011]

### **Ottawa By Design: A Strategy for Implementing Urban Design**

There are many acceptable ways to achieve the design policies, objectives and principles of this Plan, depending upon such matters as local context, site circumstances and the individual creativity of those involved in the development process. It is not the intent of this Plan to prescribe any specific design solution. Rather, a development proponent will be expected to indicate how a proposal achieves the intent of the Design Objectives and addresses the Design Principles. [Amendment #76, OMB File #PL100206, August 18, 2011]

The application of the Design Objectives and Principles should be carried out hand-in-glove with the Plan's strategic vision for managing growth, achieving intensification and a more compact form of development in order to create and maintain attractive communities where buildings, open space and transportation work well together. Areas of the City are at different stages in their evolution and maturation and this may influence the ability to implement fully all aspects of the Design Objectives and Principles at a particular point in time. Nevertheless, the application of good design in all stages of an area's growth and development will play an important role in the success of the growth management strategy.

To contribute to the achievement of this Plan's design policies, objectives and principles, the City will use a combination of legislative and administrative tools to pursue a comprehensive urban design strategy, entitled 'Ottawa By Design'. Ottawa By Design is multi-faceted in its approach and will include initiatives such as the following:

- Explore means such as incentive program [Mod 19], design guidelines, approaches to zoning, and tools such as computer modeling, that support greater creativity and better urban design;
- Seek ways to integrate urban design considerations as part of the review of development proposals through changes in administrative processes and clarity in development guidance
- Investigate the establishment of formal design review panels and processes;
- Increase awareness through design competitions for municipal buildings, open spaces and other projects, and through design charrettes for neighbourhood plans or other key areas or sites;
- Recognize excellence in design through the Ottawa Urban Design Awards program, and pursue education and promotional initiatives in partnership with the private sector, professional associations, and others;
- Explore opportunities for independent peer review by architects, landscape architects, and urban designers;
- Recognize that art is a significant component in the design and enhancement of public places;
- Provide leadership in urban design through public infrastructure design standards and the quality of public works delivered by the City and through its role as a partner with communities, other infrastructure providers such as public utilities, the development industry and other levels of government;
- Integrate this Plan's urban design provisions with design recommendations developed through the Environmental Assessment process and functional designs for all capital projects;
- Develop community design plans, secondary plans, site specific policies, community improvement plans, and other planning and design studies to adapt to emerging priorities relating to the intent of the design policies, objectives and principles of this Plan.

Among the several initiatives of the Ottawa By Design strategy, the City, in collaboration with affected stakeholders and the community at large, has prepared a series of contextual or thematic design guidelines. These guidelines address a number of design issues on topics such as residential infill, Mainstreets, drive-through establishments, and other matters. They have been developed with a higher degree of precision and a narrower focus than the high-level, city-wide objectives and principles of this Plan. These guidelines do not form part of this Plan, but are stand-alone documents approved by City Council.

[Amendment #76, OMB File #PL100206, August 18, 2011]

### **Policies**

#### **Application of Design and Objectives and Principles**

1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the City will apply the Design Objectives and Principles set out above. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. [Amendment #76, OMB File #PL100206, August 18, 2011]
2. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm
3. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public and private sector owners and developers to include art as a public component of their developments. [Amendment 28, July 13, 2005]
4. Further to Policy 3 above, the City will prepare a strategy to be more aggressive in achieving public art in major developments by investigating means to require a “percentage as public art” from the private sector. The City will examine best practices in other jurisdictions, and consult with the development community and approve a revised approach by the end of 2010. [Amendment #76, OMB File #PL100206, August 18, 2011]

### **Design Priority Areas**

The objectives of this Plan are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities. New development must enhance the existing character and the way they function. In order to ensure that urban design is not overlooked, as these areas develop and change, the City has identified many as design priority areas.

In design priority areas, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area.

### **Policies**

2. The City recognizes the following lands as Design Priority Areas:
  - a. Downtown Precincts as defined by the Downtown Ottawa Urban Design Strategy (DOUDS);
  - b. Traditional and Arterial Mainstreets as identified on Schedule B of this Plan;
  - c. Mixed Use Centres as identified on Schedule B of this Plan;
  - d. Mainstreets within Villages designated on Schedule ‘A’ of this Plan;
  - e. Village core areas identified in Volume 2C of this Plan;
  - f. Community core areas identified in community design plans or secondary plans approved by City Council; [Amendment #113, November 14, 2012]

- f. Transit-Oriented Development Areas as identified on Annex 6; and [Amendment #113, November 14, 2012]
  - g. Other areas identified from time to time by City Council.
3. The City recognizes that, though not part of the formal list of design priority areas provided in Section 2.5.1, High-Rise Buildings, Major Urban Facilities, and that the portion of Ottawa's downtown bounded by the Rideau River, Queensway and O-Train, are types of development and are areas that will be subject to evaluation using the policies of Section 4.11.
4. The Ottawa Urban Design Review Panel will be established to participate in an enhanced review of the urban design elements of development applications and capital projects within Design Priority Areas. [Amendment #90, October 29, 2010]

The objectives of this Plan are to direct growth to many of these locations, to protect and enhance the character and sustainability of these places as mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements.  
[Amendment #76, OMB File #PL100206, August 18, 2011]

In Design Priority Areas, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. The public realm/domain refers to all of those private and publicly-owned spaces and places which are freely available to the public to see and use.

In these areas, creative and enhanced design measures and amenities such as: wider sidewalks, shade trees, coordinated furnishings and utilities, enhanced transit stops, decorative lighting, public art, median planting and treatments, enhanced pedestrian surfaces, traffic calming, natural public spaces, compact development, quality architecture and façade treatments, seasonal plantings, distinct signage, pedestrian connections, entrance features, commemorations, and seasonal decoration will be used to encourage greater pedestrian use and increased social interaction.

[Amendment #76, OMB File #PL100206, August 18, 2011]  
[Amendment 28, July 13, 2005]

### **Public Realm:**

The 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. Policies in this section regarding the public realm are applicable only to capital projects. Policies dealing with private development within the public realm are found in Section 4.11.

### **Policy:**

5. As the owner of many public places, infrastructure, buildings, and facilities the City will:
- a. Integrate site-specific public art into municipal buildings, natural places, public spaces and structures in adherence to the City's Public Art Policy;
  - b. Provide leadership in urban design through public infrastructure design standards and the quality of public works;
  - c. Ensure that capital projects exemplify urban design excellence in design priority areas, through the strategic application of urban design details and enhanced standards, landscape details, public art, surface treatments, decorative lighting, and the general coordination of fixtures, furniture and finishes within these important areas;
  - d. Partner with development proponents to achieve those elements as identified in item c) above through means such as the coordination and development of capital improvements within the public realm as development and redevelopment activities on adjacent properties proceed.



### **2.5.2 – Affordable Housing**

Affordable and appropriate housing for all residents is the fundamental building block of a healthy, liveable community. It is also the stepping-stone to individual success at school, in the workplace and in the community. Official Plan policies contribute to improving the supply of affordable housing in concert with other City initiatives to support the construction of affordable units.

The shortage of affordable rental housing is one of the most compelling problems today in Ottawa. People now on long waiting lists for subsidized housing are being squeezed by low vacancy rates and rental costs that are steadily rising further beyond their means. Even families with moderate incomes have difficulty finding affordable ownership or rental housing.

~~The lack of choice in many housing markets is an on-going issue. Although 40 per cent of Ottawa's households rent their housing, only 5 per cent of the housing constructed between 1996 and 2001 were rental units (2001 Census). Housing that is already in short supply in the city may be further constrained in the future. Conversions from rental to ownership would tighten an undersupplied rental market. One-third of Ottawa's households rent their housing (2011 National Household Survey), yet less than 20 per cent of the housing constructed between 2006 and 2011 was purpose built as rental units and this includes units built with senior government financing. The conversion of units from rental to ownership has the potential to tighten up this undersupplied rental market. All housing is potentially threatened by aging and lack of repair and senior government contributions toward residential rehabilitation programs are on the decline. Demolition of affordable housing when new development occurs is also an emerging issue. All housing is potentially threatened by aging and lack of repair.~~

The need to accommodate social diversity is a cornerstone of a liveable community. Diversity in the housing supply is achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs. Policies in this Plan ensure that all forms of housing are permitted wherever residential uses are generally permitted, subject to regulations contained in the ~~z~~**Zoning By-law**. These land uses are outlined in Section 3.1. They include secondary dwelling units, rooming houses, group homes, shelter accommodation, retirement homes and garden suites.

Affordability and choice issues are addressed in the policies of this section and in Section 2.2.3~~2~~**2** regarding apartment development, unit mix, and alternative development standards, and Section 4.5 regarding conversion of rental units ~~and demolition control~~. [Ministerial Modification 4, November 10, 2003]

The ability of the City to address housing issues in the Official Plan is limited to the land-use policy and regulatory tools under the *Planning Act*. Due to the diverse nature of the housing issue, many factors, which influence its delivery, are beyond the municipality's authority under the *Planning Act*. In recognition of this, City Council approved an Affordable Housing Strategy, which goes beyond land-use matters in addressing the key issues of increasing the supply of affordable housing and maintaining and protecting the existing affordable housing stock. A cornerstone of the strategy is the Action Ottawa Housing Initiative. Through this initiative, housing developers are offered municipal resources, such as surplus land, in exchange for providing long-term affordable housing.

#### **Policies**

1. Affordable housing is defined as housing, either ownership or rental, for which a low or moderate income household pays no more than 30% ~~per cent~~ of its gross annual income. Income levels and target rents and prices will be determined by the City on an annual basis. [Amendment 10, August 25, 2004]

2. The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of:
  - a. 25% per cent of all new rental housing is to be affordable to households up to the 30th income percentile; and
  - b. 25% per cent of all new ownership housing is to be affordable to households up to the 40th income percentile. [Amendment 10, August 25, 2004]
3. The City will encourage and promote the achievement of the targets by providing a toolkit of planning incentives and direct supports, including but not limited to: density bonusing; density transfer; deferral or waiving of fees and charges; alternative development standards; land; and more flexible zoning. Where the support includes municipal investment, it will be associated with mechanisms to ensure the long-term affordability of the units. [Amendment 10, August 25, 2004]
4. The City's Housing Strategy which will be updated every five years and monitored annually, to: [Amendment #76, Ministerial Modification #21, OMB File #PL100206, August 18, 2011]
  - a. Establish targets for the distribution of affordable housing between low-income and moderate-income households;
  - b. Establish targets for the distribution of affordable housing by tenure and size of unit;
  - c. Ensure the distribution of a variety of affordable housing in all areas of Ottawa.
5. Within the context of the City's Housing Strategy the City will investigate means to increase the supply of affordable housing by: Engaging the private sector and non-profit and cooperative housing providers in meeting the affordable housing target for low-income and moderate-income households; [Amendment #76, Ministerial Modification #21, OMB File #PL100206, August 18, 2011]
  - a. Developing strategies to build affordable housing, such as the use of municipal property, development of air rights at transit stations, and financial incentives such as grants, property tax relief, and exemption from development charges and fees;
  - b. Proposing mechanisms to ensure that housing provided through such incentives remains affordable over the long term;
  - c. Seeking the necessary legislative authority to require cash-in-lieu of affordable housing, when reviewing development applications.
6. In accordance with the City's surplus real property disposal policy, all land that is surplus to the City's needs and suitable for residential development will be given priority for sale or lease for the development of affordable housing.
7. The processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes, will be given priority by the City.
8. The City will further promote the development of affordable housing through such means as infill construction, conversions of non-residential space, and adaptive re-use of buildings.
9. The City will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit.
10. Secondary dwelling units in detached, and semi-detached and townhouse dwellings, and duplex buildings (existing as of July 17, 2013.) are permitted in all parts of the city in accordance with Section 3.1. [Amendment 10, August 25, 2004]

### **2.5.3 – Schools and Community Facilities**

Communities in Ottawa are planned to accommodate a variety of land uses, including employment and institutional uses, retail and commercial services, as well as cultural, leisure, and entertainment facilities. The location of these uses within the city will be subject to regulations to secure compatibility with surrounding uses and ensure the liveability of Ottawa's communities. In particular, requirements will be set through the development approval process described in Section 4 for the location of Major Urban Facilities, such as college campuses, large sports facilities, and major shopping centres. These facilities attract large numbers of people from across Ottawa and beyond, and must be located with good access to transit and arterial roads.

Through the Human Services Plan, the City is reviewing its physical infrastructure for recreation, arts, museums, libraries, community health and resource centres, childcare and long-term care facilities, as well as fire, police and emergency medical services, equipment and dispatch centres. Opportunities to locate facilities and services in the same location and to work with public and private partners are being explored.

Schools are a focus of community life in urban and rural areas. Besides their primary purpose as educational institutions, school facilities can be used for other purposes, such as daycares, indoor and outdoor recreational space, informal meeting places, and greenspaces within communities. The languages spoken in the schools – French, English, and an increasing number of other languages – reflects the cultural diversity of the school neighbourhood. Given these roles, the school is often the core of individual neighbourhoods, although many schools serve much larger communities. In the downtown, older suburbs and Villages, the presence of schools is critical in maintaining the number of family households and ensuring future population growth. In new suburban communities, new schools are needed to reduce crowding and the bussing of students.

The decision to operate a school is at the sole discretion of the school board, and is guided by the board's policies and the requirements of the Ministry of Education. Although schools are outside the jurisdiction of the City of Ottawa, the City works with the school boards on many issues of mutual interest, including plans for new suburban neighbourhoods, to ensure that sites for new schools are identified. As the city continues to grow and change, the city's school boards, school communities, and neighbourhoods need to address the issues that arise when schools are proposed for closure.

### **Policy**

1. The City will recognize that schools form part of the building blocks of any community, not only in providing education to children, but also amenity space and resources to the neighbourhood. The City will work in partnership with school boards and school communities to ensure that schools are provided in all communities. Where this is not possible and schools are identified by a school board as a candidate for closure, the City will work with the school boards, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and the school ground for open space, either in whole or in part.

### **2.5.4 – A Strategy for Parks and Leisure Areas**

~~Park and leisure areas are the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. These areas also include major facilities such as arenas, community centres, and major community complexes that combine recreation, child care, libraries and other facilities. Good park and leisure areas are well distributed within communities, easily accessible from homes and linked to the Greenspace Network. They can be seen from many vantage points within the community, often fronting on two or more streets and are easily accessed by foot or bicycle. They are well landscaped and provide features such as drinking fountains, playgrounds, clusters of trees and shrubs, paved areas, and benches. They come in many shapes and sizes, depending on how they are used.~~

Municipal parks are lands specifically dedicated or acquired as parkland by the City and designed for active and passive recreational uses. They provide valuable recreational, social and environmental benefits for the community. In Ottawa there are also a number of federally and provincially-owned parks.

The City's Park and Pathway Development Manual establishes the need for a hierarchy of parks that are strategically acquired and located based on the City's approved parkland targets. It ensures the

characteristics of parkland adequately support the active and passive recreational needs of the residents and specifies typical amenities found in parks, for example: playgrounds, sportsfields, ice rinks, splash-pads, trails and unstructured open spaces. Park community buildings and parking lots can be integral features. Parks are one component of the Greenspace Network that provide people with their most frequent and immediate contact with greenspace.

### **Policies**

1. Parks ~~and leisure areas~~ will be linked to the Greenspace Network, identified in the Greenspace Master Plan, through such means as: [Ministerial Modification 5, November 10, 2003]
  - a. Developing these areas in conjunction with other facilities such as schools and other institutions, stormwater management facilities, federal open spaces and other public lands, and private lands that permit public access;
  - b. Planning and managing municipally-owned lands, including roads and rapid-transit corridors, to create new connections to the Greenspace Network;
  - c. Other policies in this Plan concerning recreational pathways, Scenic Entry Routes, public access to waterways, and design of communities. [Amendment 45, September 27, 2006]
2. Council will pursue targets for parks ~~and leisure areas~~ in the urban area in keeping with the objectives of the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces. A target of 2.0 hectares per 1000 population, or approximately 8 per cent to 10 per cent of developable land, will be pursued. The same target will be pursued in Villages. These lands will include:
  - a. The parklands dedicated to the City under the *Planning Act*;
  - b. Lands leased from or secured by agreement with other public agencies such as the National Capital Commission for park and leisure purposes;
  - c. Large parks, such as Andrew Haydon Park, purchased by the City. [Amendment 45, September 27, 2006]
3. When approving ~~new~~ community design plans ~~or concept plans~~ for the development of land and the provision of parks in areas involving a number of land owners, the City may require an agreement among all the landowners that ensures the timely conveyance of parkland in accordance with the approved community design plan or concept plan. [OMB Order #PL090370 issued on January 13, 2010]
4. New Parks ~~and Leisure Areas~~ provided in urban areas and ~~V~~ villages will have the following characteristics:
  - a. Contribute to the equitable distribution of these areas within the community;
  - b. Be easily accessible by foot or by bicycle from homes and linked to other greenspaces;
  - c. Are visible from many vantage points within the community;
  - d. Have significant street frontage, in proportion to their size, often fronting on two or more streets depending on their shape and function.
  - e. Designed to be engaging and useful spaces for people across a wide spectrum of age, socio-economic demographics and recreational interests. [Amendment 72, March 11, 2009]
5. To ensure that sufficient land for parks is set aside when preparing a community design plan, a concept plan or other higher level planning exercise for an area or community, the City will determine the park requirements based upon the maximum potential for development anticipated by the community design plan, concept plan or planning exercise. [Amendment 72, March 11, 2009]

### **2.5.5 – Cultural Heritage Resources**

Heritage is a crucial aspect of the City's planning and infrastructure. It has the power to transform mundane daily experiences into a deeper understanding of where we have come from and enhances our quality of life by engendering an appreciation of local identity and shared community. Our cultural

heritage, more than any other element of urban design, defines what is unique and distinct about Ottawa, and contributes to the liveability of our communities.

In recognition of the non-renewable nature of cultural heritage resources, and as the steward of these resources in Ottawa, the City will continue to preserve them in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

Cultural heritage resources generally fall into four categories:

**Built heritage resources:** means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act*, or listed by local, provincial or federal jurisdictions.

**Cultural heritage landscape:** means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, farms, canals, mainstreets and neighbourhoods, cemeteries, railways and industrial complexes of cultural heritage value

**Archaeological resources** include the physical remains and contextual setting of any structure, event activity, place, cultural feature or object which, because of the passage of time, is on or below the surface of the land or water, and is important to understanding the history of a people or place. Archaeological resources may also include significant Native and non-Native cemeteries or unmarked burials. Examples include individual artefacts or grouped features such as the remains of a pre-European aboriginal settlement. [Ministerial Modification 6, November 10, 2003]

**Documentary and material heritage**, such as archives, museums, and historical artefacts are addressed by the Arts and Heritage Plan, described in policy 17 below.

The Official Plan provides for the conservation of cultural heritage resources by:

- Identifying cultural heritage resources and general policies for their protection in this section;
- Requiring conservation of cultural heritage resources in the preparation of community design plans, described below in Section 2.5.6; [Amendment #76, Ministerial Modification #23, August 18, 2011]
- Applying very specific requirements when reviewing development applications impacting on cultural heritage resources, described in Section 4.6.

[Amendment #76, OMB File #PL100206, August 18, 2011]

### **Policies**

1. The City will provide for the conservation of properties of cultural heritage value or interest for the benefit of the community and posterity. Cultural heritage resources include:
  - a. Built heritage resources (Buildings, structures, sites):
  - b. Cultural heritage landscapes;
  - c. Archaeological resources.[Amendment #76, OMB File #PL100206, August 18, 2011]



2. Individual buildings, structures, sites and cultural heritage landscapes will be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act*. Groups of buildings, cultural landscapes, and areas of the city will be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #96, February 22, 2012]
3. The City may recognize core areas of Villages, older residential neighbourhoods, cultural landscapes or other areas in both the urban and rural areas as Cultural Heritage Character Areas, where designation under the *Ontario Heritage Act* may or may not be appropriate. In these areas, the City will prepare design guidelines to help private and public landowners construct new buildings, or additions or renovations to existing buildings, to reflect the identified cultural heritage features of the community. [Amendment #96, February 22, 2012]
4. The City will consider designating cemeteries of cultural heritage significance under Part IV of the *Ontario Heritage Act*, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation. [Amendment #76 OMB File #PL100206, August 18, 2011] [Amendment #96, February 22, 2012]
5. Guidelines for heritage cemetery preservation will be developed to assist in the design of appropriate fencing, signage and commemorative plaques. [Amendment #76, OMB File #PL100206, August 18, 2011]
6. The City will maintain a municipal heritage committee, known as the ~~Ottawa Built Heritage Advisory Committee (OBHAC)~~, composed of citizens to advise and assist City Council on heritage matters under the *Ontario Heritage Act* and on other heritage matters associated with the built environment and cultural heritage landscapes. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #96, February 22, 2012]
7. The City will also maintain an Arts, Culture and Heritage Advisory Committee to advise and assist City Council on any other heritage matter, excluding those related to the *Ontario Heritage Act*. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #96, February 22, 2012]
8. The City will give immediate consideration to the designation of any cultural heritage resources under the *Ontario Heritage Act* if that resource is threatened with demolition. [Amendment #96, February 22, 2012]
9. The comprehensive ~~z~~Zoning ~~b~~By-law will include heritage overlay provisions to ensure that the development of cultural heritage resources and the development of properties adjacent to cultural heritage resources achieve the objective of conserving our cultural heritage. Council may adopt zoning by-laws under Section 34 of the *Planning Act* in order to maintain the integrity of identified significant archaeological resources. [Ministerial Modification 7, November 10, 2003] [Amendment #76, OMB File #PL100206, August 18, 2011]
10. The City's *Archaeological Resource Potential Mapping Study* (ARPMS) will form the basis for determining the archaeological potential of a site. In areas of resource potential, any application for development will be supported by an archaeological resource assessment to ensure that the City's conservation objectives are met (see Section 4.6.2).
11. The City will undertake a study to enhance its inventory of cultural heritage landscapes to be conserved through the policies of this Plan. [Amendment #76, OMB File #PL100206, August 18, 2011]
12. The City will maintain a current and publicly accessible database of cultural heritage resources by:
  - a. Documenting and evaluating potential cultural heritage resources in accordance with accepted practices and City Council's Handbook for Evaluating Heritage Buildings and Areas, as amended from time to time, and updating the inventory of cultural heritage resources known as the Heritage Reference List; [Amendment #76, Ministerial Modification #24, August 18, 2011]
  - b. Maintaining and updating a map of existing Heritage Conservation Districts designated under the *Ontario Heritage Act* as shown on Annex 4. Annex 4 may be updated without an official plan amendment; [Amendment #96, February 22, 2012]



- c. Engaging a licensed archaeologist, at five-year intervals, to make a comprehensive review of all archaeological data in order to refine the ARPMS and to recommend any necessary changes to the *Implementation Guidelines for the Protection of Archaeological Resources*.  
[Amendment #76, OMB File #PL100206, August 18, 2011]
13. The City will maintain a heritage register according to the *Ontario Heritage Act*. [Amendment #96, February 22, 2012]
14. The City will maintain a heritage grant program for owners of designated heritage properties, in accordance with City Council's Handbook for the Administration of the Heritage Grant Program, as amended from time to time and may participate in financial aid programs of other levels of government or of non-governmental organizations. [Amendment #76, OMB File #PL100206, August 18, 2011]
15. The City may participate in the development of heritage resources through acquisition, assembly, resale, joint ventures, tax credits, tax exemptions, or other forms of involvement that will result in the sensitive conservation, restoration, and/or rehabilitation of those resources.
16. The City will enhance the environs of cultural heritage resources when undertaking its capital works and maintenance projects through such means as tree planting, landscaping, street improvements, underground wiring, and the provision of street furniture, lighting, signage and other streetscape components, consistent with the heritage character of the streetscape. [Amendment #76, OMB File #PL100206, August 18, 2011]
17. The City will utilize its maintenance and occupancy by-laws to facilitate the maintenance and conservation of cultural heritage resources, and to ensure that the application of these by-laws is not detrimental to their conservation. [Amendment #76, OMB File #PL100206, August 18, 2011]
18. The City will administer the Building Code and other related codes and regulations to permit maximum conservation and re-use of cultural heritage resources while still ensuring the health and safety of the public. [Amendment #76, OMB File #PL100206, August 18, 2011]
19. The City will prescribe minimum standards for the maintenance of the heritage attributes of a building designated under Part IV of the Ontario Heritage Act or located in a heritage conservation district or amend existing by-laws to the same effect. [Amendment #76, OMB File #PL100206, August 18, 2011]
20. The City will assess the feasibility of developing a program to provide property tax relief to owners of eligible heritage properties, using provisions in the Municipal Act, 2001. The City will undertake further study of financial incentives for the owners of heritage buildings, including but not limited to, waiving development charges, encroachment fees, etc. [Amendment #76, OMB File #PL100206, August 18, 2011]
21. In addition to requiring specific assessments as described above, the City will support its objective to conserve cultural heritage resources and to promote the stewardship of those resources by:
- Endeavouring to identify and protect building interiors of significant heritage merit;
  - Commemorating cultural heritage resources with heritage plaques, awards and other forms of interpretation;
  - Entering into heritage easement agreements with owners of designated heritage properties or properties eligible for heritage designation;
  - Entering into registered agreements with the owners of such 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 such financial securities will be determined by a qualified heritage architect, based on the cost of the development and the costs associated with the conservation of the heritage resource;
  - Increasing its collaboration with the National Capital Commission and other federal departments and agencies, as well as the provincial government, to promote the conservation and enhancement of Ottawa's cultural heritage resources.
  - Publishing newsletters and updating the City's web site as part of an ongoing public education campaign, alone and in collaboration with interested groups. [Amendment #76, OMB File #PL100206, August 18, 2011]

22. As the owner of many cultural heritage resources, the City will protect, improve and manage its cultural heritage resources in a manner which furthers the heritage objectives of this Plan and sets an example of leadership for the community in the conservation of heritage resources, including:
  - a. Designating its cultural heritage resources under the Ontario Heritage Act where appropriate and reviewing all conservation plans for their maintenance with the municipal heritage committee; and
  - b. Registering a heritage easement on a property to ensure its on-going protection when ownership is transferred from the City to others.[Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #96, February 22, 2012]
23. The City will maintain an Arts and Heritage Plan:
  - a. To identify a range of heritage strategies to complement its land-use planning initiatives; and
  - b. For cultural heritage resources and heritage programming not directly related or associated with land use and the management of growth, to identify new initiatives and actions in the areas of heritage preservation, heritage facilities, heritage organizations and related projects that create a richer community life. [Amendment #76, OMB File #PL100206, August 18, 2011]
24. The City will recognize the cultural heritage policy infrastructure outlined by the preceding policies, and will allocate the necessary financial resources to ensure its maintenance and preservation, thereby ensuring that development occurs in harmony with, and respect for, unique and irreplaceable cultural heritage resources.

#### **Rideau Canal UNESCO World Heritage Site**

25. In order to recognize and protect the cultural heritage resource significance of the Rideau Canal UNESCO World Heritage Site, the City will also participate in a study, the Rideau Corridor Landscape Strategy, along with representatives from First Nations, federal and provincial agencies, municipalities, non-governmental organizations, property owners and others. It is anticipated that this study will recommend planning management tools that the City may choose to implement that:
  - a. identify and protect the cultural heritage landscapes, Algonquin history, and built heritage resources of the waterway;
  - b. explore the introduction of design guidelines that can be implemented through the site plan control process, for new development along the waterway;
  - c. identify measures to conserve the terrestrial and marine archaeological resources of the Rideau Canal;
  - d. recognise that the canal passes through existing and planned urban and village communities which are subject to growth and renewal over time[Amendment #76, OMB File #PL100206, August 18, 2011].
26. Reference should also be made to Section 4.6.3 of this Plan with respect to development and infrastructure adjacent to or crossing the Rideau Canal.  
[Amendment #76, OMB File #PL100206, August 18, 2011]

### **2.5.6 – Collaborative Community Building and Secondary Planning Processes**

#### **Community Design Plans**

~~This Plan anticipates that most of the change in the city will occur in the Central Area, Town Centres, Mixed-Use Centres, Developing Communities and Mainstreets while safeguarding and enhancing the liveability of our existing communities. To accomplish this, the Plan proposes an approach to collaborative community building that emphasizes shared values and mutual obligation and builds trust and responsibility within the community.~~

~~The objectives of collaborative community building will be to ensure that processes surrounding planning decisions are inclusive and creative and that they result in community plans that implement the policies of this Plan.~~

Community Design Plans will be the backbone of any significant change in a community. They will provide the opportunity for early involvement and discussion by all parties about how future development can occur. Each community is unique and has distinct opportunities and challenges for managing change. The purpose of the Community Design Plan is to implement the principles and policies of the Official Plan at the community scale. Therefore, the Community Design Plan will conform to the Official Plan.

Community Design Plans will be of sufficient detail to guide a wide range of implementation tools as identified in Figure 2.5.6, including the zoning by-law. However, it is not intended that a level of detail equivalent to a zoning by-law become part of the Official Plan. Therefore, where a Community Design Plan is undertaken primarily to direct changes to the zoning by-law, it need not be adopted by amendment to this Official Plan.

The community design plan is the primary tool to address growth and change in a community. Community design plans focus primarily on land use and development issues and may produce related initiatives such as design guidelines, an implementing zoning by-law, a greening strategy or any number of other strategies that are required to address the physical development of the study area. In some cases, a community design plan may not be the appropriate tool and the City may undertake or require others to undertake another type of more focused land use study. These could include a concept plan for a large vacant parcel, an expansion study for a university or similar type of project; a design study for a commercial crossroads. In other cases, the City may initiate a Neighbourhood Planning Initiative that focuses on a broader range of city issues within a neighbourhood that may include such matters as the delivery of various municipal programs, social issues, health and safety issues, and leisure opportunities. [Amendment #76, OMB File #PL100206, August 18, 2011]

Secondary planning processes are used to guide development of large redevelopment sites or whole communities in a manner that implements the policies of this Plan. Secondary planning can yield a community design plan or transit-oriented development plan that addresses complex issues within a large area or it can result in a plan that provides direction to a smaller area and addresses only strategic issues within the planning area. A community design plan may not be needed in situations where a plan is needed to:

- Address a limited number of issues and provide for a few types of land uses;
- Guide development in a small planning area such as a single site or a portion of a mainstreet;
- Coordinate municipal infrastructure renewal projects with development of adjacent properties;
- Create a flexible framework for the future development of the planning area, as would be the case around rapid-transit stations.

In these situations, the secondary planning process may lead to a plan prepared by the City or property owners in keeping with a Terms of Reference for the project. The requirements for a community design plan in Figure 2.9 will form the basis for all secondary planning processes, although Terms of Reference may be scoped to focus on the objectives of the plan. In all situations the project will include collaboration with the surrounding community and consultation with other interested parties.

Secondary planning processes may yield different types of plans and studies for Council approval, including:

- Community design plans
- Transit-oriented development plans
- Secondary plans adopted as an amendment to Volume 2 of this Plan
- Changes to approved community design plan, transit-oriented development plans and secondary plans
- Concept plans showing proposed land uses and landscaping

- Zoning consistency study to ensure that the zoning of a property or group of properties is consistent with the direction of this Plan

Secondary planning processes that propose to reallocate density or set building heights that are different from the heights in this Plan require Council approval of a secondary plan adopted as an amendment to Volume 2 of this Plan. An amendment to Volume 1 is always required to change a land-use schedule or to implement a policy that does not conform to this Plan. An amendment to the secondary plan is also required for any change to that plan.

The City prepares community design plans as a priority for target areas for intensification: the Central Area, Town Centres, Mixed Use Centres and Mainstreets. Additional growth will occur in Employment Areas and in greenfield areas designated as Developing Community, Urban Expansion Study Area and Developing Community (Expansion Area). These areas are also priority areas for completing community design plans. Once Council approves a plan, the plan becomes Council's policy for public and private development in the planning area.

Community design plans for intensification target areas have different focus areas compared with plans for undeveloped areas. Community design plans for intensification target areas, for example, are usually led by the City and focus on the density and height of new development and its compatibility with the surrounding area. Community design plans for greenfields assess the need for new roads, water, sanitary sewer and stormwater infrastructure and help apportion responsibility for new infrastructure between property owners and the City. The private sector typically leads and finances plans for such undeveloped greenfields and plans for the redevelopment of large, privately-owned sites, in accordance with City requirements and in collaboration with City staff. In addition to the policies in this section, Section 3 provides direction on planning for greenfields in Urban Expansion Study Areas and Developing Communities (Expansion Areas).

All community design plans represent a significant investment by the City, the community, property owners, provincial agencies and others with an interest in the plan. Property owners and communities will be engaged early in the process to explore opportunities for new development that supports the planning area's valued characteristics. As a result of this collaboration, community design plans yield substantial comprehensive changes in the planning area and their implementation requires ongoing, coordinated action by many parties.

In anticipation of land development pressure in proximity to rapid-transit stations, Council has established priority areas for the creation of transit-oriented development plans. These plans set the stage for future transit-supportive development by creating opportunities for additional land uses and increased densities. These plans provide for an arrangement of density and mix of uses such that pedestrians and cyclists can readily access transit and the transit trip can serve multiple purposes, such employment and shopping. The plans concentrate the greatest density close to the transit station and require close attention to the design of public areas. The planning area is initially defined within a walking distance of rapid transit stations, and adjusted to include additional land suitable for intensification and to exclude areas that are not suitable. Several transit-oriented development plans have been prepared around stations in Mixed Use Centres, but the boundary of the planning area may include several land-use designations, and does not always coincide with designation boundaries.

Community design plans and other plans determined through a secondary planning process will be implemented through a variety of measures, such as prioritization of public works in municipal budgets, design guidelines for specific locations, amendments to the Zoning By-law and requirements for subdivision and site plan applications. A secondary plan adopted as an amendment to Volume 2 of this Plan is required in most situations to implement provisions for height, density, and in most other situations to implement land use and other elements.

The areas that are subject to secondary plans, community design plans and transit-oriented development plans are shown in the Annexes to this Plan.

### **Policies**

1. The City will initiate Community Design Plans to translate the principles, objectives and policies of the Official Plan to specific areas and streets. The priority for plans will be established in annual work programs based on relative need in response to pressures for change or growth. If circumstances arise where additional plans are proposed as a priority, staff may seek the advice of City Council in adjusting priorities. The City's target areas for intensification in Figure 2.3 are priority areas for undertaking community design plans and other secondary planning processes. Planning areas will be established in annual work programs based on the following criteria:
  - a. The potential of the area to accommodate growth and intensification;
  - b. The pressure for growth in the area;
  - c. Opportunities to coordinate the plan with a municipal initiative such as replacement of water and wastewater infrastructure or the redesign of road rights-of-way; and
  - d. Opportunities to capitalize on the City's investment in transit or other infrastructure.
2. Property owners may initiate a community design plan or other studies leading to secondary plans provided that the study and the plan conform to the policies of this section.
3. Community Design Plans and other secondary planning processes will be undertaken jointly by City departments, local residents, and property owners, businesses, and other interested parties in an open and collaborative and public process. They will draw on earlier studies for the community as appropriate. While the City intends to co-ordinate this program of Community Design Plans, other groups and landowners may also initiate and co-ordinate a Community Design Plan within the framework set out in Figure 2.5.6. Where this is the case, the City will participate in the process and confirm that the study process is consistent with the provisions of Figure 2.5.6. 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. In addition to Community Design Plans, the City may undertake a variety of planning studies or request proponents of development to undertake such studies as are needed to provide sufficient information to guide City Council decisions. These studies could include, for example, concept plans for large vacant or redeveloping areas, design studies for commercial crossroads, or expansion studies for universities. While the terms of reference for these studies will vary, all will include a collaborative approach with communities and other parties interested in the proposed development. To the extent possible, the City will integrate planning initiatives, such as community design plans, streetscape improvements and Neighbourhood Planning Initiatives, to most effectively address the community's issues. In all cases, they will include a collaborative approach with the community and other interests; [Amendment #76, OMB File No. PL100206, August 18, 2011.] Community Design Plans and other area-specific plans will be prepared in accordance with the steps structure outlined in Figure 2.95.6. This is a framework only and specific terms of reference will be developed for each plan. However, all community design plans shall include the following: 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. Community design plans will be targeted for completion within 12 to 18 months.
5. Community design plans and other area-specific plans in developed areas will include the following:
  - a. A plan of how the land will develop or re-develop over time, including land uses, open space, public rights-of-way for roads and transit, and connections for walking and cycling;
  - b. Analysis of how the proposed development will achieve the minimum number of jobs and the density and mix of residential units required by policies in this Plan; where applicable, the



- density requirements in Figure 2.3 may be achieved overall by assigning different levels of density to individual sites;
- c. Identification of stable areas and areas suitable for intensification, based on proximity to transit and compatibility with the current or planned character of the surrounding area;
  - d. Building heights and minimum densities for development parcels or areas within the planning area;
  - e. Planning and design strategies to support walking and cycling and increased use of transit;
  - f. Measures to improve the natural heritage system and reduce the impact of development on it;
  - g. Requirements for public facilities such as parks, schools, cycling facilities and sidewalk improvements and measures to secure them;
  - h. An assessment of water, wastewater and stormwater infrastructure, including any planned upgrades or known constraints, and measures to address shortfalls; and
  - i. A section indicating the circumstances under which changes to the plan would need approval of Council.
6. In addition to the requirements in policy 4 above, community design plans for large areas of vacant land in villages will also include:
- a. A Master Servicing Study that identifies: the location, timing and cost of on-site and off-site servicing systems (roads, public utilities, transit, storm and sanitary sewers, watermain, and where appropriate groundwater) required to serve the area and which addresses the proposed phasing of growth. The first step of the Master Servicing Study will be an assessment of existing conditions and will inform the preparation of land-use strategies. This phase must be completed prior to the determination of land use;
  - b. A Financial Implementation Plan that shows how the proposed development of the area relates to the Development Charges By-law or other financial instruments;
  - c. An evaluation of the adequacy of community facilities existing or planned for the area;
  - d. A subwatershed plan or an environmental management plan, where more detail is required as described in Section 2.4.3, will identify the natural heritage system within the area, assess potential impacts of the proposed development on the system, and recommend measures to avoid these impacts and strengthen the area's natural features and their functions. It will also address stormwater management requirements. The community design plan will implement the recommended measures through the proposed plan, the development review process, public investments, and other means;
  - e. A phasing plan;
  - f. ~~A section indicating the circumstances under which changes to the plan would need approval of Council.~~ [Amendment #76, OMB File No. PL100206, August 18, 2011.]
7. Community design plans and other area-specific plans will implement Council's design guidelines, and the design policies in this Plan, through provisions for development parcels within the planning area. Council's design guidelines will apply in all planning areas and will be referenced but not repeated in the plan.
8. A secondary plan to implement a community design plan is required to apply provisions for building height and density and may include other elements, such as those listed in policy 4 above. This approach will ensure that proposed changes in the plan for individual development parcels are considered within the context of the planning area and the plan's objectives are achieved over time.
9. A secondary plan to implement a community design plan or other secondary planning process may not be needed in the following circumstances: ~~Community Design Plans will be implemented through a variety of mechanisms as shown in Figure 5.2.6. They will be approved by City Council and may be implemented as Secondary Plans by amendment to this Plan. An amendment will always be required where implementation of the Community Design Plan requires exceptions to policies or changes to schedules in the Official Plan. An amendment to adopt a Community Design Plan as part of this Official Plan will not be required in the following instances:~~



- a. A Community Design Plan or other area-specific plan is undertaken primarily to direct changes to the Zoning By-law if the Zoning By-law amendment is brought to City Council concurrently for approval; and
  - b. A Community Design Plan is undertaken for lands designated Developing Community in this Plan. The plan is prepared in keeping with the policies in Section 3 for Urban Expansion Study Area and Developing Communities (Expansion Area) and through this process, a secondary plan is not required.
  - c. The proponent of the plan, the community encompassed by the plan and the City all agree that City Council waive the requirement for a secondary plan.
10. Secondary Plans existing prior to the formation of the new City of Ottawa are included in Volume 2. Over time, Community Design Plans will replace many of these Secondary Plans. Once City Council approves a Community Design Plan or other comprehensive policy plan, the approved plan will guide future development of the area. ~~For information purposes, the areas affected by Secondary Plans, Community Design Plans, and Plans for Transit Oriented Development areas approved by City Council are shown in the Annexes to this Plan. [Amendment #113, November 14, 2012]~~
  11. In all land use designations, with the exception of Developing Communities and Urban Expansion Study Area, development may proceed in the absence of a Community Design Plan or area-specific plan, in a manner consistent with the policies of the designation. In the case of the Mixed Use Centre ~~Mixed-Use Centre~~ south of Innes Road and west of Mer Bleue Road, development will only be permitted after the adoption of a Secondary Plan by the City.
  12. Community design plans and other area-specific plans are implemented by the City in partnership with property owners, the community, other levels of government and other parties, using a variety of strategies shown in Figure 2.9. Each plan will include an action plan that identifies projects and priorities for all parties and that links proposed municipal actions to City work programs and budgets. A Financial Plan will show the cost of capital investments and the source of funding.

#### Provisions for High-Rise 10-30 and High-Rise 30+ Buildings

13. Secondary plans and community design plans should locate any High-rise 10-30 and High-rise 30+ buildings within proximity of a rapid transit station with the tallest buildings generally located close to the station. These buildings should be clustered with other buildings of similar height. Building heights should decline as the distance from the transit station increases and transition to surrounding areas of lower building height as per Section 4.11.
14. In areas where buildings of 30 storeys and more are permitted in a community design plan, the plan will include a public view and skyline analysis to assess the impact of potential building on significant public view corridors and skyline. Skyline refers to the complete or partial distant view of the city's tallest buildings and structures against the background of the sky. This analysis will:
  - a. Consider any existing studies on public views and skyline;
  - b. Identify significant public view corridors by identifying significant landmarks to which views shall be protected (such as Parliament Buildings, Gatineau Park, and other important national, civic and local landmarks), and significant public vantage points; and
  - c. Identify the existing skyline and determine the impact and appropriateness of the potential High-rise "B" building.
15. The City shall consider the following criteria when determining locations of High-Rise 31+ buildings during the community design planning process:
  - a. A prominent location fronting on streets, lanes, public open space and other public land preferably on three sides;
  - b. Potential for negative shadow or microclimate impacts;
  - c. Provision in the plan for a mix of uses within the area or within the building;
  - d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources in their entirety.
  - e. Where a site has good transportation access, and is positioned with appropriate buffers to mitigate impact on established low rise neighbourhoods as per Section 4.11

16. The community design plan may include additional provisions to guide the review of development proposals for High-rise 30+ buildings, such as:
  - a. The identification of priority community amenities and the mechanisms by which they will be provided;
  - b. Provision of a public institutional use;
  - c. How to encourage architectural excellence and sustainable design;
  - d. Mitigation of shadowing and microclimate impacts;
  - e. Other elements or considerations identified in the community design plan.

### Figure 2-5-6 2.9: Structure of Community Design Plans

In this Figure, Community may mean Mainstreet, Town Centre, ~~Mixed-Use~~, Mixed Use Centre, Developing Community etc. It applies to the area subject to the planning process. In addition, many of these steps may occur simultaneously.

#### A. Plan Context

1. Identify the community or boundaries, and the boundaries of the study area if different.
2. Set a clear goal statement – why is the plan being initiated for this community?
3. Situate the study area with its city-wide context. Include a description of its role within and relationship to the broader community. [Amendment #76, Ministerial Modification #25, OMB File #PL100206, August 18, 2011]
4. Establish a common understanding and agreement on a collaborative community building process for this planning study. Create a consultation strategy.
5. Consider the contribution of any previous planning studies or technical studies for the area.
6. Investigate the feasibility of integrating the plan with other related City initiatives for the area.

#### B. Existing Conditions (Social, Economic and Environmental)

These are qualities and resources in the community that may impact on the spatial form of the community, that describe the character of the community, that can positively affect the health and well-being of residents, or that set some enduring components of the community. They include but are not limited to:

1. Natural resources, functions and values;
2. Demographic, employment and housing profile;
3. Pedestrian and cycling networks and linkages to adjacent communities the extent to which they are linked to destinations such as schools, community facilities, businesses and services, and other amenities in the local and surrounding areas;
4. The remaining elements of valued historic development patterns;
5. Views, vistas, landscapes, features, landmarks;
6. Existing character of built form - design elements, heritage resources, visual cues;
7. Boundaries of community, entryways;
8. Existing community resources such as schools, community centres, parks; and other greenspace;
9. Transportation and infrastructure capacities; conditions and alignments;
10. Floodplains, unstable slopes, contamination, geotechnical and other constraints;
11. Relationship to adjacent communities;
12. Watershed or sub-watershed plans, hydrological resources, and ground water conditions.

#### C. Establish Vision, Objectives and Targets in Accordance with Official Plan

**Figure 2-5.6 2.9: Structure of Community Design Plans**

1. These may be targets/objectives for such matters as a mix of housing types; housing affordability and special needs housing; the amount and distribution of greenspace; the protection of natural areas; on-site stormwater retention; protection of built heritage resources; transit ridership and so on. [Amendment 45, September 27, 2006]
2. These could address issues arising out of unique circumstances of the area. Some issues may be in technical studies prepared to describe existing conditions.
3. These must address Official Plan policies unique to that designation as set out in Section 3.
4. Assessment of what is needed to take into account, enhance the sense of 'place'.

### D. Constraints and Opportunities

1. Shortfalls/deficiencies in existing conditions relative to objectives/targets.
2. Opportunities arising from a review of existing conditions.
3. Impact assessment where required by this Plan to evaluate the impact of development on cultural heritage resources, natural resources, and impact assessments required to evaluate the potential impact on transportation or other infrastructure including private individual services.

### E. Key Spatial Components of Plan

1. The location of various land uses.
2. Pedestrian and cycling facilities, transit routes, the location of collector and arterial roads and collector and local watermains, storm and sanitary sewers, public utilities other infrastructure.
3. The location of greenspaces, and potential or actual connections to an identified Greenspace Network, natural features, views and vistas and other elements of the open space structure. [Amendment 45, September 27, 2006, in appeal period]
4. Community focal points and centres of activity.

### F. Key Policy Components of the Plan

1. Policies and Strategies to explicitly address the requirements of the Official Plan, Volume 1.
2. Policies and Strategies to address the unique or important objectives of the community as identified above.
3. Guidelines for evaluating development applications in terms of whether they conform to the Community Design Plan.
4. Measures to mitigate the impact of the proposed development on adjacent communities.
5. An identification of required transportation, public utilities, sewer and water infrastructure and stormwater management and/or on-site retention facilities.
6. Guidelines for determining when and how a plan may need to be modified with or without Council approval.

### G. Implementation Strategy: (as appropriate, and not necessarily limited to)

1. Phasing strategy.
2. Design guidelines to apply to future development applications.
3. Specific streetscape plans or revitalization plans.
4. Traffic management plans (including parking) and infrastructure improvement plans.
5. The use of Planning Act tools such as community improvement plans, zoning by-laws, site plan review and other development application review processes.
6. City incentives, funding mechanisms, and capital investments such as infrastructure capacity improvements, greenspace management plans.

**Figure ~~2-5-6~~ 2.9: Structure of Community Design Plans**

7. An indication of prioritization and responsibilities for implementation- action, who is responsible, and timing.
8. Community based initiatives such as community reforestation, community gardens, business improvement areas or cooperative housing projects.

[Amendment 28, July 13, 2005]

[Amendment #76, OMB File #PL100206, August 18, 2011]

## Section 3 – Designations and Land Use

The previous section of this Plan laid out the City's broad policies that will govern growth and change in Ottawa over the coming decades. This section of the Plan provides more detailed direction for the use of land within specific areas of the city. These areas are identified by land-use designations. A land-use designation describes an area of land within which a specific set of policies applies. The first policy typically identifies the objective of the designation. Subsequent policies, taken together, provide a framework for making land-use decisions within the designation.

A land-use designation in an eOfficial pPlan is implemented through a range of more detailed land-use zones in a zZoning bBy-law. While the zZoning bBy-law is more detailed, it must conform to the policies in the eOfficial pPlan. The eOfficial pPlan also directly influences the division of land through plans of subdivision or by severance.

In some cases, designations are prescriptive, in that they lay out what is permitted and how development may proceed, while in other cases the designations are permissive in nature and describe the type of changes the City will encourage over time. In areas where little or no new development is desired, such as environmentally-sensitive areas, the zoning will restrict the number and types of uses that are permitted. In areas where growth and change are anticipated, the subsequent zoning may permit a variety of compatible uses.

This section also contains policies related to uses that will be considered appropriate in a number of designations without requiring a zoning by-law amendment. The zZoning bBy-law will contain criteria to ensure that they remain compatible with existing development and take into consideration the characteristics of different communities and the protection of the environment.

The zZoning bBy-law will provide more detail on the specific uses permitted within each zone. When considering the provisions of the following land-use designations, it is important to understand the broad policies outlined in Section 2. In addition, Section 4 contains policies guiding the review of development applications. In many cases, new development, the expansion of existing development or a change in the use of land will necessitate studies and assessments, to be undertaken as part of the City's review of development applications.

### 3.1 – Generally Permitted Uses

Certain land uses are considered to be characteristic and supportive of the daily life and functioning of the community. For convenience, these uses have been grouped as generally permitted uses. These uses will be permitted within all land-use designations, subject to the policies set out below and in other applicable sections of this Plan.

#### **Policies**

##### **Secondary Dwelling Units**

1. Where the zZoning bBy-law permits a duplex dwelling existing as of June 25, 2008, or a detached, or semi-detached, or townhouse dwelling, or duplex building, a secondary dwelling unit within these dwellings will also be permitted. Standards may be established in the zZoning bBy-law to govern compatibility with the main dwelling and surrounding land uses. The Zoning By-law will determine the conditions under which a secondary dwelling unit may be created in an accessory building. ~~Where a secondary dwelling unit is to be located above a detached garage, an amendment to the Zoning By-law will be required.~~ [Amendment #10, August 25, 2004]

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**Group Homes**

2. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling, the by-law will also permit a group home. The ~~z~~Zoning ~~b~~By-law may include provisions to regulate the type, size and location of this use. [Amendment #76, August 04, 2010]

**Rooming Houses**

3. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, ~~Mixed-Use~~ Mixed Use Centre, Mainstreet, Enterprise Area, General Rural Area, and Village, the ~~z~~Zoning ~~b~~By-law will also permit a rooming house. The ~~z~~Zoning ~~b~~By-law may include area-specific provisions to regulate the size and location of this use. The By-law may provide for the location of larger-sized facilities in areas of higher-density and/or employment or institutional areas, as appropriate. [Amendment #76, August 04, 2010]

**Shelter Accommodation**

4. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, ~~Mixed-Use~~ Mixed Use Centre, and Village, the by-law will also permit shelter accommodation. Shelter accommodation shall be designed in a manner compatible with the general area. The ~~z~~Zoning ~~b~~By-law may include provisions to regulate the size and location of this use. [Amendment #76, August 04, 2010]

**Retirement Homes**

5. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, ~~Mixed-Use~~ Mixed Use Centre, Mainstreet, Enterprise Area, General Rural Area, and Village, the by-law will also permit a retirement home, which is not a residential care facility as defined in the ~~z~~Zoning ~~b~~By-law. [Amendment #76, August 04, 2010]

**Day Care Facilities**

6. Day care facilities that provide daily temporary care of children, seniors and/or the disabled will be permitted in areas designated General Urban Area, Developing Community, Central Area, ~~Mixed-Use~~ Mixed Use Centre, Enterprise Area, General Rural Area, and Village. The ~~z~~Zoning ~~b~~By-law may include area-specific provisions to regulate the type, size and location of these uses. [Amendment #76, August 04, 2010]

**Garden Suites**

7. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling, a garden suite may only be permitted subject to a rezoning as a temporary use. A garden suite means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.

**Home-Based Business**

8. Where the ~~z~~Zoning ~~b~~By-law permits a dwelling, a home-based business will also be permitted. The provisions of the ~~z~~Zoning ~~b~~By-law will contain appropriate regulations to ensure compatibility with residential areas so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of traffic.

**Public Utilities and Municipal Services** [Amendment #96, February 22, 2012]

9. A public utility is a public body or private corporation, together with its associated physical infrastructure, that provides services to the public such as hydro, natural gas, communication/telecommunication and cable, but does not include the provision of municipal services. Municipal services are services provided by the City of Ottawa including roads, transit, water, wastewater, drainage, and stormwater management. Wireless Communication Facilities are addressed in policy ~~42~~13 below. [Amendment #76, OMB File # PL100206, November 25, 2011]



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10. Public utility facilities and Municipal Services that are authorized under the requirements of the *Environmental Assessment Act* may be permitted in all land-use designations of this Plan. Other public utilities and municipal services and facilities are permitted in all land-use designations on Schedules A and B, except in Natural Environment Areas, Significant Wetlands, Sand and Gravel and ~~Limestone Bedrock~~ Resource Areas, or in ~~Flood Plains and~~ Unstable Slopes shown on Schedule K, provided that: [Amendment #96, February 22, 2012]
- Such use is necessary in the area and adequate measures are taken to ensure the use and its design are compatible with the surroundings;
  - Adequate off-street parking and loading facilities are provided;
  - The construction of permanent buildings is discouraged where an area, not in one of the identified designations, is found to be environmentally sensitive;
  - The design of the utility or facility meets the intent of the policies expressed elsewhere in this Plan;
  - Where proposed in Agricultural Resource Areas and areas designated Urban Natural Features or Rural Natural Features, the location must 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 will be mitigated if alternative locations are not feasible. [Amendment #76, OMB File # PL100206, November 25, 2011]

**Gas Pipelines**

11. TransCanada PipeLines Limited operates high-pressure natural gas pipelines within rights-of-way that cross the City of Ottawa. Development adjacent to the pipeline and associated facilities, such as compressor stations, may have implications for the safety and integrity of the pipeline and adjacent development or may necessitate changes to TransCanada PipeLines' infrastructure or operations. TransCanada PipeLines is regulated by the National Energy Board and both bodies have requirements regulating development and other activities such as excavation, blasting and any movement of heavy equipment in close proximity to the pipe line and compressor stations. The City will:
- identify the route of the TransCanada Pipeline in the ~~z~~Zoning ~~b~~By-law and establish minimum setbacks from the limits of the TransCanada Pipelines rights-of-way for all permanent structures and excavations.
  - require proponents of any development that will be located within 200 metres of a TransCanada Pipeline right-of-way or within 750 metres of a TransCanada Pipeline compressor station to pre-consult with TransCanada Pipelines Limited and will advise and consult with TransCanada Pipelines when undertaking the technical review of any such development that requires approval under the *Planning Act*.
  - not approve development within 750 metres of a TransCanada Pipeline compressor station unless it is demonstrated that provincial guidelines for noise and vibration can be achieved. TransCanada Pipeline will undertake a noise and vibration study to determine if the provincial guidelines can be achieved and may include recommendations or identify mitigation measures that the City will incorporate as conditions of development approval. [OPA #76, OMB File # PL100206, November 25, 2011.]

**Wireless Communication Facilities**

12. Proponents of new telecommunication facilities must comply with the City of Ottawa's Municipal Concurrence and Public Consultation Process for Antenna Systems, in accordance with Industry Canada requirements (CPC-2-0-03). [Amendment #98, March 28, 2012]

**Wayside Pits and Quarries**

13. Wayside pits and quarries, portable asphalt plants and ~~temporary~~ ~~portable~~ concrete batching plants used on public authority contracts are permitted in all land-use designations except Natural Environment Areas, Urban Natural Features, Significant Wetlands, and in areas abutting the Ottawa

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and Rideau Rivers and in areas of existing development. A permit for a wayside pit or quarry is granted subject to the provisions of the *Aggregate Resources Act* and as such, the public consultation process and the rehabilitation of the site must be carried out in conformity with the Act. [Amendment #76, August 04, 2010]

**Parks and Leisure Areas**

14. Parks and leisure areas are land uses that support the daily life and functioning of a community and are permitted in all land-use designations with the exception of lands designated on Schedules A and B as Significant Wetlands, Natural Environment Areas, Urban Natural Features, and Agricultural Resource Areas. [Amendment #76, August 04, 2010]
15. Where parks or leisure areas are located on land designated Sand and Gravel or **Limestone Bedrock** Resource Area, they will be considered as interim uses pending future extraction of the mineral resources.

**Agricultural Uses**

16. Agricultural uses are permitted in several rural designations, subject to the policies for those designations and application of the Minimum Distance Separation (MDS) formulae. In all cases, agricultural uses must respect the requirements of policy 2 in Section 3.7.3 Agricultural Resource Area, regarding provisions for the establishment and operation of farms. [Ministerial Modification #8, November 10, 2003]

## **3.2 – Natural Environment**

The environmental designations on Schedule A and Schedule B are Significant Wetlands, Natural Environment Area, Rural Natural Features, and Urban Natural Features. The areas identified by these designations make up most of the natural heritage systems of the city. These areas may also be linked by streams and wooded corridors that may or may not be located in the same designations but which allow for the migration of wildlife and the maintenance of natural functions across a large area. [Amendment #76, OMB File # PL100206, April 26, 2012]

The designation of Significant Wetland identifies wetlands that have been evaluated against provincial criteria by the Ministry of Natural Resources and that have been assessed as having provincial significance. The other environmental designations may include other wetlands, plus significant woodlands and significant wildlife habitat that contribute to the City's natural heritage system and protect biodiversity. Not all significant features are designated in the Plan. These features are protected by other policies within the Plan, including requirements for an environmental impact statement for development proposed within or adjacent to the natural heritage system defined in Section 2.4.2. The natural heritage system is also protected by policies in Section 4 regarding erosion prevention, protection of surface water and groundwater resources, and protection of the significant habitat of endangered and threatened species. [Amendment #76, OMB File # PL100206, April 26, 2012]

The designated lands have been identified through various federal, provincial, and municipal studies and include combinations of the following features:

- A high level of diversity in terms of features, functions, representation or amount of native vegetation and animal communities;
- A high level of diversity in the mix of forests, wetlands, and other natural features;
- Extensive areas of high-quality forests and woodlands;
- Native vegetation that is rare or uncommon within the province or the city;
- Endangered and threatened species and species of special concern or regionally rare species; [Ministerial Modification #9, November 10, 2003] [Amendment #76, OMB File # PL100206, April 26, 2012]
- Fish habitat and significant wildlife habitat, including areas with seasonal wildlife concentrations;
- Wetlands, springs and other hydrological features or functions, such as seeps and recharge areas.

### **3.2.1 – Significant Wetlands**

Wetlands are essential components of ecosystems that contribute to the high quality of the environment in Ottawa. Wetlands control and store surface water to assist in flood control, act as sediment traps to improve water quality, and provide habitat for a wide variety of plant and animal species and may serve as recharge areas for groundwater resources. The Ministry of Natural Resources has developed a system that evaluates the biological, social, hydrological and special features of wetlands to determine their relative significance in Ontario and has identified certain areas as Significant Wetlands. Other wetlands are not significant at the provincial scale but perform valuable wetland functions that are protected through policies in watershed and subwatershed plans, the requirements of the development review process, and other policies that protect the natural heritage system. These wetlands are often found in association with significant woodlands and are included in Natural Environment Areas and Rural Natural Features. [Amendment #76, OMB File # PL100206, July 21, 2011.]

#### **Policies**

1. Significant Wetlands are designated on Schedules A and B in order to protect these sensitive areas and support their natural functions. Where the Ministry of Natural Resources has identified new significant wetlands or has revised significant wetland boundaries, the City will initiate an Official Plan Amendment and/or a zoning by-law amendment in accordance with Policy 8 below, to recognize the new wetlands or changes in wetland boundaries within 6 months of identification. The identification by the Ministry of Natural Resources of new boundaries or revised boundaries of Provincially Significant Wetlands will be considered in any *Planning Act* process applicable to the property identified by the Ministry of Natural Resources. Council may consider exceptions to the designation of new wetlands where the lands have current required approvals under the *Planning Act* or are licensed under the *Aggregate Resources Act*. [Amendment #76, OMB File # PL100206, Ministerial Modification # 27, April 26, 2012]
2. With the exception of the provisions in policies 5 and 6 below, no development or site alteration as defined in Section 4.7.8 is permitted within Significant Wetlands. [Amendment #76, OMB File # PL100206, July 21, 2011.]
3. Within the Significant Wetlands designation, uses which do not adversely affect the natural characteristics of the wetland, such as open air recreation; scientific, educational, or conservation uses associated with the environmental features; agriculture operations existing at the time of adoption of this Plan; and forestry as defined by the *Forestry Act* are permitted.
4. A single-detached dwelling and accessory buildings are permitted on lots existing as of the date of adoption of this Plan, where the lot fronts on an existing public road, and where a dwelling is permitted in the zoning by-law. In such a case and where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized.
5. Development and site alterations will not be permitted within 120m of the boundary of a Significant Wetland unless an Environmental Impact Statement demonstrates that there will be no negative impacts (as defined by Section 4.7.8) on the wetland or its ecological function. The requirements of the Environmental Impact Statement may vary, as described in Section 4.7.8. [Amendment #76, OMB File # PL100206, Ministerial Modification # 28, April 26, 2012.]
6. The requirements of the Environmental Impact Statement may vary, depending on such matters as the scale of the proposed development, the nature of the site, the availability of comprehensive studies for the area, and those matters identified in Section 4.7.8.
7. Any change or interference within or adjacent to a Wetland may require a permit from the Rideau Valley Conservation Authority, under the *Ontario Regulation 174/06*, the Mississippi Valley Conservation under *Ontario Regulation 153/06* and the South Nation River Conservation under *Ontario Regulation 170/06*. [Amendment #76, OMB File # PL100206, Ministerial Modification # 29, July 21, 2011.]

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8. The boundaries of land designated Significant Wetlands are based on a variety of more detailed mapping sources prepared by the Ministry of Natural Resources. However, when more up-to-date information becomes available through such means as detailed environmental studies, functions and an adjustment to the boundary may be warranted. The City's ~~z~~Zoning ~~b~~By-law will reflect the most up-to-date and accurate information and therefore any changes, whether minor or major, will require an amendment to the ~~z~~Zoning ~~b~~By-law. However, minor changes to the boundaries will not require an amendment to the Official Plan. Notwithstanding the foregoing, this Plan will be amended to designate new areas as Significant Wetlands, to extend wetlands to include complexes, or to remove wetlands from the designation. In the period between identification of changes to wetland boundaries by the Ministry of Natural Resources and amendment to this Plan, the policies of this section will apply to the Significant Wetlands as identified by the Ministry of Natural Resources. The approval of the Ministry of Natural Resources is required for any refinements other than minor adjustments to the boundary of a Significant Wetland. [OMB decision #1582, June 17, 2005] [Amendment #76, OMB File # PL100206, Ministerial Modification # 30, April 26, 2012.]
9. 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. [Amendment #13, September 8, 2004]

### **3.2.2 – Natural Environment Areas**

The Natural Environment Area designation applies to land having a high environmental value as assessed through federal, provincial and municipal studies. The lands within this designation typically contain several components of the City's natural heritage system, including wetlands, significant woodlands, and wildlife habitat. These areas are among the most significant in Ottawa in terms of maintaining biodiversity and ecological functions. As such, development within and adjacent to these areas could unduly stress significant natural features and their ecological functions and careful management, restoration and enhancement are required. [Amendment #96, February 22, 2012]

The Natural Environment Area designation includes areas identified by the Province as significant Areas of Natural Scientific Interest (Life Science), such as Green's Creek in the eastern area of the Greenbelt and Torbolton Forest near Constance Bay, as areas that are significant in the larger area that includes the City of Ottawa. [Amendment #96, February 22, 2012]

Natural Environment Areas within the Greenbelt were identified by the National Capital Commission and are owned and managed, for the most part, by the federal government. [Amendment #76, August 04, 2010]

Natural Environment Areas are owned by public bodies and private individuals and may be managed under a variety of arrangements. Land within the Burnt Lands on the western boundary of the city, for example, is owned and managed by the Ministry of Natural Resources and the Nature Conservancy of Canada. A large portion of the Marlborough Forest is owned by the City of Ottawa, which altogether owns and manages more than 10,000 hectares of forest in the rural area.

Restoration and enhancement of natural features and functions are the primary objective of management plans for publicly-owned land. Extensive portions of Natural Environment Areas are owned privately and their protection depends on private stewardship.

#### **Policies**

1. Natural Environment Areas are designated on Schedules A and B. These lands are designated to ensure that the natural features and functions inherent in each area are protected and preserved.
2. With the exception of the provisions in policies 3 and 4 below, no development or site alteration as defined in Section 4.7.8 is permitted within Natural Environment Areas. [Amendment #76, OMB File # PL100206, July 21, 2011.]

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3. Uses permitted on land designated Natural Environment Area include uses which do not adversely affect the natural characteristics of the area, such as open air recreation; scientific, educational, or conservation uses associated with the features of the environmental area; existing agriculture operations; or forestry as defined by the *Forestry Act*.
4. A single-detached dwelling and accessory buildings are permitted on an existing lot of record, which has frontage to a public road. Where new construction is permitted on a lot that lies partially within the boundaries of a designated area, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized.
5. Development and site alteration will not be permitted for:
  - a. Any development permitted under the policies of this Plan within the feature;
  - b. Any development permitted under policies of this Plan within 120 metres of the feature; unless an Environmental Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features within the area or their ecological functions. The requirements of the Environmental Impact Statement may vary, as described in Section 4.7.8. [Amendment #76, OMB File # PL100206, Ministerial; Modification # 31, July 21, 2011.]
6. Where Natural Environment Areas are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner. [Amendment 13, September 8, 2004]
7. Where land that is designated Natural Environment Area is in private ownership, the City will acquire the land at the request of the landowner, in keeping with the acquisition policies in Section 5. [Amendment #76, August 04, 2010]
8. Land in Natural Environment Areas acquired by the City may be used for:
  - a. The protection and enhancement of natural values;
  - b. Recreational uses such as cross country skiing, provided that a management plan has been prepared and it has been demonstrated that the uses will not have an adverse impact on significant natural features and functions;
  - c. Public use only if it has access from an open right-of-way or from other public land that is itself accessible;
  - d. Leasing to another party for a specified purpose permitted in policy 2 above, having regard for the interests of adjacent landowners and in accordance with other objectives and policies in this section.
9. The boundaries of land designated Natural Environment Area are based on a variety of more detailed mapping sources. When more up-to-date information becomes available through such means as detailed environmental studies, an adjustment to the definition of features and functions and an adjustment to the interpretation of the boundary may be warranted. The City's ~~z~~Zoning ~~b~~By-law will reflect the most up-to-date and accurate information and therefore any changes, whether minor or major, will require an amendment to the ~~z~~Zoning ~~b~~By-law. However, minor changes to the boundaries will not require an amendment to the Official Plan. Where boundary interpretation impacts provincially significant Areas of Natural and Scientific Interest, identified on maps prepared by the Ministry of Natural Resources, the agreement of the Ministry will be required. [Amendment #76, OMB File # PL100206, July 21, 2011.]

### **3.2.3 – Urban Natural Features**

Urban Natural Features provide a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines. These features may occur on City, federal, provincial and privately-owned lands. The Council-approved *Urban Natural Areas Environmental Evaluation Study* (March 2005) and Addendum Report (March 2006) identified features such as woodlands, wetlands and vegetated ravines throughout the urban area, and established their relative environmental values. Council has approved an Urban Natural Features Strategy under which the City will acquire some of the urban natural areas currently in private ownership. [Amendment #45, September 27, 2006] [Amendment #76, OMB File # PL100206, July 21, 2011.]



**Policies**

1. Urban Natural Features are designated on Schedule B. The purpose of this designation is to preserve natural features that are currently managed for conservation or passive leisure uses.
2. Additional Urban Natural Features may be identified on Schedule B in the following circumstances:
  - a. Upon City acquisition under the Urban Natural Features Strategy; [Amendment #45, September 27, 2006] [Amendment #76, August 04, 2010]
  - b. Upon adoption of subwatershed studies or other environmental studies that identify natural features worthy of protection;
  - c. Upon securing natural areas in the urban area for conservation purposes, through the development review process or other means.
3. Uses that do not adversely affect the natural characteristics of the area, such as open air recreation; scientific, educational, or conservation uses associated with the environmental features; agriculture operations established at the time of adoption of this Plan; or forestry as defined by the *Forestry Act* are permitted, subject to the policies below.
4. The boundaries of land designated Urban Natural Features are based on a variety of more detailed mapping sources. When more up-to-date information becomes available through such means as detailed environmental studies, an adjustment to the definition of features and functions and an adjustment to the interpretation of the boundary may be warranted. The City's ~~z~~Zoning ~~b~~By-law will reflect the most up-to-date and accurate information and therefore any changes, whether minor or major, will require an amendment to the ~~z~~Zoning ~~b~~By-law. However, minor changes to the boundaries will not require an amendment to the Official Plan. [OMB decision #1582, June 17, 2005]
5. Development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of their ecological functions. Definitions of these terms are provided in Section 4.7.8. [Amendment #76, OMB File # PL100206, April 26, 2012]
6. Where Urban Natural Features are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner. [Amendment #13, September 8, 2004]

**3.2.4 – Rural Natural Features**

Rural Natural Features are natural areas in the rural area that contain significant woodlands, wetlands, and wildlife habitat that were identified by the Natural Environment Systems Strategy in the 1990s. These lands include many components of the natural heritage system defined in Section 2. Any development within or adjacent to these lands must be assessed in terms of its impact on the area's natural features and functions,, particularly impacts arising from the extent of disturbance and the location of buildings. [Amendment #76, August 04, 2010]

**Policies**

1. Rural Natural Features are designated on Schedule A to protect locally-significant natural areas and the city's tree cover.
2. The boundaries of the Rural Natural Features are general and may not coincide with the boundaries of significant woodlands and other significant natural heritage features within the designation. [Amendment #76, OMB File # PL100206, July 21, 2011.]
3. A single-detached dwelling and accessory buildings are permitted on a lot existing as of the date of adoption of this Plan, where the lot fronts on an existing public road, and where a dwelling is permitted in the ~~z~~Zoning ~~b~~By-law. Where new construction is permitted on a lot that lies partially within the natural heritage feature, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized. [Amendment #76, OMB File # PL100206, July 21, 2011.]



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4. The provisions of Section 3.7.2 for the General Rural Area also apply to Rural Natural Features. [Amendment #76, OMB File # PL100206, July 21, 2011.]
5. The City will pursue measures as identified in Section 2.4.5, policies 9, 10 and 11 to assist in the protection of Rural Natural Features. [Amendment #76, August 04, 2010]
6. Where Rural Natural Features are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner. [Amendment #13, September 8, 2004] [Amendment #14, September 8, 2004] [OMB decision #1754, May 10, 2006][OMB Decision #0724, March 21, 2007]
7. Development and site alteration will not be permitted for:
  - a. any development permitted under the policies of this Plan within the feature.
  - b. any development permitted under the policies of the Plan within 120 metres of the boundary of a natural heritage feature.unless an Environmental Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features within the area or their ecological functions. The requirements of the Environmental Impact Statement may vary, as described in Section 4.7.8. [Amendment #76, OMB File # PL100206, Ministerial Modification # 32, April 26, 2012]
8. Section 5 of this plan identifies those circumstances under which the City will acquire land in the Rural Natural Features designation when requested to do so by the landowner. [Amendment #76, OMB File # PL100206, April 26, 2012]

#### **3.2.5 – Flewellyn Special Study Area**

Lands in the vicinity of Flewellyn Road and Conley Road have been identified and designated on Schedule A as the “Flewellyn Special Study Area”. The purpose of this overlay designation is to restrict development until such time as the City has completed three studies required to inform Council's decision on appropriate land use designations within the area: a cumulative effects study, the Rural Review-Mineral Resources Study, and a re-evaluation of the wetland. The cumulative effects study will identify the changes to the drainage in the area resulting from, but not limited to, the effects of road construction, private drain works, municipal drain maintenance and discharge of water from quarries. The City will follow the cumulative effects study and the Mineral Resources Study with a re-evaluation of the area in 2016 using the Ontario Wetlands Evaluation System. Once the studies and re-evaluation have been completed, and following public consultation, the City will consider the new information and amend this Plan to remove the Flewellyn Special Study Area overlay designation and confirm the appropriate land use designations and policies for the area. [Amendment #76, OMB File # PL100206, April 26, 2012]

The Flewellyn Special Study Area remains subject to the Drainage By-law No. 2007-398 and former Township of Goulbourn Removal of Topsoil By-law No. 45-86.

#### **Policies**

1. Notwithstanding the underlying designations on Schedule A of this Plan, no new development, as defined in Section 4.7.8, will be permitted until the Flewellyn Special Study Area overlay is removed. [Amendment #76, OMB File # PL100206, April 26, 2012]
2. Uses that lawfully exist on the date that this provision comes into force are recognized and may continue. [Amendment #76, OMB File # PL100206, Ministerial Modification # 33, April 26, 2012]

### **3.3 – Open Space**

#### **3.3.1 – Major Open Space**

Major Open Spaces are large parks such as Walter Baker Park, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Most Major Open Spaces are already in public ownership. The Rideau River and Canal are national historic sites and development of marinas on adjacent lands requires approval of Parks Canada.

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Major Open Spaces are a key component of the Greenspace Network (see Section 2.4), which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.

**Policies**

1. Major Open Spaces are designated on Schedules A and B to protect the larger open spaces in Ottawa that are to be generally available for public use and enjoyment. [Amendment #45, September 27, 2006; in appeal period]
2. The boundaries of Major Open Space are based upon a variety of maps and sources. When more detailed information is obtained from Federal, Provincial or Municipal studies, or through development agreements, this information may warrant minor adjustments to the interpretation of the boundary. The City's ~~z~~Zoning ~~b~~By-law will reflect the most up-to-date and accurate information for these boundaries, and therefore any changes will require an amendment to the ~~z~~Zoning ~~b~~By-law. However, minor changes to the boundaries will not require an amendment to the Official Plan. [OMB decision #1582, June 17, 2005]
3. The following activities and uses are permitted where they do not adversely impact the natural environment, cultural heritage and open characteristics of the area:
  - a. Sport, recreation, leisure and cultural facilities including water-orientated facilities and activities along shorelines;
  - b. Uses that involve scientific or educational study, conservation, interpretation or restoration of the elements of the natural and cultural heritage, archaeological resource of the area or waterways;
  - c. Roads and other infrastructure identified in this Plan where they maintain the overall quality and character of the open space, protect natural and cultural features, and enhance public access and opportunities for leisure use.[Amendment #76, August 04, 2010]
  - d. Small-scale commercial activities and institutional uses that contribute to or are ancillary to a use permitted in a) and b) above subject to a zoning by-law amendment. [Amendment #45, September 27, 2006] [Amendment #76, August 04, 2010]
4. In order to preserve what is irreplaceable, where a Major Open Space abuts a river corridor as defined in Section 4.6.3, any activities or uses in policy 3 (above) must be ones that require a waterfront location and require cultural heritage and archaeological resource assessment before development or public works are approved. [Amendment #14, September 8, 2004] [Amendment #76, August 04, 2010]
5. Existing dwellings will be recognized as conforming uses; however, residential infill on vacant lots and the creation of new residential lots will not be permitted.
6. The City will work with partners such as the City of Gatineau, the National Capital Commission, and river-front neighbourhoods and communities on studies and plans for Major Open Space and the Ottawa River corridor.
7. Where land designated Major Open Space is privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner. [Amendment #13, September 8, 2004]

### **3.4 – Central Experimental Farm**

The Central Experimental Farm is a National Historic Site and cultural landscape of national historic significance as well as having significant local heritage value that contributes to Ottawa's distinct identity. It is owned and operated by the federal government as an active and operating agricultural research station, containing a complex of laboratories, research fields, offices, greenhouses and farm buildings, an arboretum, public gardens and museums. Many of these buildings and sites also have local heritage value.

**Policies**

1. The boundaries of the Central Experimental Farm as a National Historic Site and cultural heritage resource are identified on Schedule B. The lands contained within the Central Experimental Farm boundary are subject to a number of land-use designations.
2. Those lands designated Major Open Space, Urban Natural Features and General Urban Area are subject to the policies of those designations found elsewhere in this Plan.
3. The interpretation of land-use designation boundaries within, and the design and interpretation of roads within and adjacent to, the Central Experimental Farm will respect the cultural heritage integrity and minimize fragmentation of the historic landscape features and the open space character of the Central Experimental Farm.
4. Proponents of development proposals or public works in or adjacent to the Central Experimental Farm are required to prepare a cultural heritage impact statement as described in Section 4.6.1. Reference to the Commemorative Integrity Statement prepared by Parks Canada will ensure that the proposed development does not compromise the characteristics that represent and contribute to the Central Experimental Farm's heritage value.

**3.4.1 – Agricultural Research**

**Policy**

1. On lands designated Agricultural Research, the main permitted uses are farming and associated research, public gardens, agricultural museums, and other related uses. In addition, uses such as leisure, recreation and cultural activities and ancillary commercial uses may be permitted where they conserve the historic structures, historic landscape and open space character of the farm.

**3.5 – Greenbelt**

The National Capital Greenbelt is a 20,000-hectare rural landscape that is a distinguishing feature of Ottawa, providing a separation between the urban area within the Greenbelt and the urban communities that have been established just beyond it.

The Greenbelt is a mosaic of land uses and facilities. It contains Natural Environment Areas that link environmental features within the urban area to larger natural landscapes in the rural area. Farming continues as a viable economic activity on Agriculture Resource land. Other economic activities include government and private-sector research and development facilities, ~~as well as the Ottawa Macdonald-Cartier International Airport~~. The Greenbelt also contains large-scale community facilities such as the Nepean Sportsplex, the Queensway-Carleton Hospital and the Ottawa-Carleton Detention Centre as well as several schools and churches.

The policies for the Greenbelt in this Plan implement the provisions of the ~~1996 Master Plan for the National Capital Greenbelt~~ **Master Plan**, prepared by the National Capital Commission.

The rural character of the Greenbelt has been challenged in the past by applications to develop large community facilities, commercial developments and transportation infrastructure. Where these uses are permitted, they should be designed in such a way as to minimize their impact on the rural character.

**Policies**

1. The boundaries of the Greenbelt are identified on Schedule B. Within the Greenbelt boundary the land is placed into a number of land-use designations. Some of these designations are also found outside the Greenbelt while others are specific to this area.

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2. Those lands designated Natural Environment Areas, Significant Wetlands and Agricultural Resource Areas are subject to the policies for those designations found elsewhere in this Plan, with the exception that lot creation will not be permitted in Agriculture Resource Areas. [Amendment #76, August 19, 2011]
3. Roads and other infrastructure will be designed to maintain the rural character of the Greenbelt in order to minimize the fragmentation of farmland and natural areas. Combining infrastructure in a limited number of corridors and utilizing existing rights-of-way wherever possible can help achieve this end. Transportation infrastructure, including lighting, will be designed to a rural standard. [Amendment #76, August 19, 2011]

### **3.5.1 – Greenbelt Rural**

#### ***Policies***

1. Lands designated Greenbelt Rural on Schedule B are to be used for farming, forestry, recreation, and small-scale commercial uses directly related to rural activities within the Greenbelt, such as bed and breakfasts, farm-gate sales, and farmer and artist markets. Lot creation is not permitted.
2. Notwithstanding policy 1 above, infill development, including lot creation, is permitted in Ramsayville, Blackburn Station and Burkes Settlement. The boundaries of these small historical settlements are identified in the City's ~~z~~Zoning ~~b~~By-law. Infill lots will not be considered where they extend the existing settlements in length or depth.[Amendment #76, August 19, 2011]
3. Lands designated Greenbelt Rural, and located adjacent to a Greenbelt Employment and Institutional Area, may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Employment and Institutional Area, provided the ancillary uses have limited employment associated with them.

### **3.5.2 – Greenbelt Employment and Institutional Area**

#### ***Policy***

1. Lands designated Greenbelt Employment and Institutional Area on Schedule B permit institutional, cultural, recreational and research facilities provided that:
  - a. The programming, land use, and landscape character of these facilities respect the Greenbelt's rural character and benefit from an extensive open area, isolation or a rural environment;
  - b. Activities that do not require an extensive open area, isolation or a rural environment, such as office employment, are only permitted as uses accessory to the primary use;
  - 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.

## **3.6 – Urban Designations**

Section 3.6 contains policies for the urban designations shown on Schedule B.

### **3.6.1 – General Urban Area**

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to ~~multi-storey mixed-use~~ mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

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While the City is supportive of the establishment of a broad mix of uses in Ottawa's neighbourhoods, this is not meant to imply that all uses will be permitted everywhere within areas that are designated General Urban Area. The Zoning By-law will continue to regulate the location, scale and type of land use in accordance with the provisions of this Plan. Within neighbourhoods, the Zoning By-law will allow those uses that provide for the local, everyday needs of the residents, including shopping, schools, recreation and services. Uses that also serve wider parts of the city will be located at the edges of neighbourhoods on roads where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily met and impacts controlled. Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

#### **Policies**

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
3. Except as provided by policy 4 below, or by policy 12 in Section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four storeys or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings. Existing zoning that permits building heights greater than those in this section will remain in effect.
4. Notwithstanding the building heights specified in policy 3, greater heights may be considered in the following circumstances and where the urban design and compatible development policies in Section 4.11 are met:
  - a) up to six storeys where the property fronts on and has vehicular access to an Arterial Road on Schedules E or F of this Plan and is located:
    - i) within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
    - ii) on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the "Transit Street" defined in the Riverside South Community Design Plan is considered an Arterial Road.
  - b) subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:
    - i) the site is within 800 metre walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and
    - ii) the site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.
  - c) Existing zoning that permits buildings of greater height.
5. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
  - a. Recognize the importance of Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of and built form and open spaces;
  - b. Apply the policies of Section 2.5.1 and Section 4.11;



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- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
  - c. ~~Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.~~
6. Major Urban Facilities are permitted in the General Urban Area in accordance with Section 3.6.7.
7. The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:
- a. ~~Locations on the Rapid Transit and Transit Priority Network along the rapid transit system~~, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
  - b. Suitable locations on the perimeter of, or isolated from, ~~established~~ residential ~~development or other sensitive uses~~ ~~neighbourhoods~~. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, ~~natural and constructed buffering~~, or the presence of features such as significant depths of mature forest may be taken into account.
8. Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
- a. ~~Are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;~~
  - b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
  - c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
  - d. Are situated to take advantage of pedestrian and cycling patterns;
  - e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.
9. Uses requiring large land areas for outdoor storage, 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 garden centre in association with a retail use) are generally discouraged in General Urban Areas. Development applications to permit such uses will be considered where the proposal meets the following criteria:
- a. The proposed use is compatible with and complements surrounding land uses, and will be in accordance with Section 2.5.1 and Section 4.11;
  - b. Direct access is provided to an arterial road with sufficient capacity to accommodate the proposed use which can provide a safe and efficient circulation;
  - c. Main buildings are situated so as to occupy the site's street frontage;
  - d. The visual impact of outdoor storage or parking on adjacent uses and from the street will be minimized through appropriate means;
  - e. Motor vehicle sales or leasing establishments will not place their goods for sale or display in the municipal right-of-way.
10. Industrial uses that exhibit characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in areas designated General Urban Area, but will be directed to an appropriately zoned area within an Employment Area. [Amendment 28, July 13, 2005]



**Site-Specific Exceptions**

11. Notwithstanding policy 1 above, a retail/commercial centre with a full range of retail uses will be considered with a maximum of 11,000 m<sup>2</sup> of gross floor area on the lands legally described as Blocks 86, 95 and 101 on Plan 4M-1089 and known municipally as 6303 Hazeldean Road. [Amendment #33, August 24, 2005]
12. The stand-alone retail store permitted on the lands known municipally as 1890, 1900, 1920 Walkley Road, 2980, 3000 Conroy Road, 2500, 2502, 2510 St. Laurent Blvd. and 2425 Don Reid Drive, will be limited to a maximum of 17,500 square metres. [OMB decision #2649, September 21, 2006]
13. City Council has approved a Community Design Plan for the Barrhaven South Community to guide future development. Development may proceed in keeping with the Community Design Plan and policies elsewhere in this Plan, subject to the following policies:
  - a. In order to achieve the intent of the objectives of Section 3.7.4 Mineral Resources, the City will not approve any subdivision, zoning (potential exception could be a holding zone) or site plan control application for lands within the Barrhaven South Community Design Plan study area that are located within 300 metres of the Sand and Gravel Resource Area to the west of the community in the rural area, until the conditions set for these lands in the community design plan have been satisfied. The community design plan presumes that the existing pit will have exhausted its aggregate resources prior the development of the adjacent lands. The Community Design Plan indicates that these lands may be developed once the extraction of the mineral aggregate ceases, or a study is completed to the satisfaction of the City, which demonstrates that proposed development is compatible with the aggregate operations. To demonstrate that the mineral aggregate resource is depleted, an Official Plan Amendment shall be required for an alternate land use on the Sand and Gravel Resource Area. [Amendment #50, June 27, 2007] [Amendment #76, OMB File # PL100206, August 18, 2011]
14. The existing rapid transit station and proposed extension of Light Rail to the Bayshore Shopping Centre and the Accora Village Community create a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the TOD objectives of this plan. The area located generally within 800 metres walking distance of this station 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 and notwithstanding the above policies to the contrary, High-rise buildings up to 12 storeys in height will continue to be permitted in those areas where zoning currently permits high-rise buildings.
15. The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified as Annex 12. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually mars the background silhouette view of the Parliament Buildings.
  - a. For each property in the viewshed, no zoning by-law amendment or minor variance shall be permitted that would obstruct the view.
  - b. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view. [Amendment #69, November 26, 2008] [Amendment #28, July 13, 2005]

**3.6.2 – Mixed-Use Mixed Use Centres and Town Centres**

The Mixed-Use Town Centres and Mixed Use Centres occupancy designation in this Plan applies to areas that have been identified as strategic locations on the Rapid-Transit network and lie adjacent to major roads. They act as focal points central nodes of activity, both within their respective surrounding

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communities and the city as a whole. ~~within the larger municipal structure. Mixed-Use Centres constitute~~ These centres are a critical element in the City's growth management strategy, being areas with high potential to achieve high densities and compact and mixed-use development oriented to rapid transit. They are limited in number and represent opportunities for substantial growth. In some cases, development centered on a rapid transit station will require ambitious reconfigurations of the station lands in order to facilitate options for intensification—for example, the use of air rights over grade-separated infrastructure at Hurdman or Cyrville stations. Certain Mixed-Use Centres, such as Tunney's Pasture and Confederation Heights, are centered on concentrations of employment and these concentrations are likely to continue. However, the area that functions as a Mixed-Use Centre extends beyond the limits of these concentrations. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.

The Town Centres are the long-standing cores of the suburban areas outside the Greenbelt. Since the 1970s, centres for employment, shopping, and other activities have been envisioned in Orleans, Kanata and later, Barrhaven. The Town Centres will continue to grow along with the suburbs to ultimately contain the most diverse mix of housing, entertainment, employment and community services to be found in Ottawa outside the Greenbelt. They stand out physically from the surrounding suburbs and connect them by rapid transit to the rest of the city. Compared with the Mixed Use Centres, the Town Centres are more diverse and have a larger role as centres for the communities around them, offering close-to-home opportunities for shopping, leisure and other activities.

The Town Centres and Mixed Use Centres will become more transit-supportive destinations through intensification and development of vacant land. The challenge is to preserve this potential as the centres develop to meet today's markets. The retail success of some centres and large office developments in others have required large parking areas to serve surrounding communities where an automobile is needed for many types of trips. In many centres, the mix of uses is incomplete and there is a need for housing or jobs or other uses to achieve the area's potential to become a complete, liveable community. The key to preserving this potential is to maintain a grid pattern of roads and rights-of-way that define walkable blocks and sites for future intensification.

Transit-oriented development in the centres is more than density and transit. It entails a designed environment where walking and cycling are attractive options within the centre and transit can be accessed easily. Transit-oriented development means:

- Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;
- Connecting transit to all locations within the centre along safe, direct and easy-to-follow routes for pedestrians and cyclists;
- Directing the highest density close to the station so that transit is the most accessible to the greatest number of people;
- Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and reduce the need to travel outside the area for everyday needs;
- Supporting a mix of multi-unit housing, including affordable housing and housing for those who rely on public transit;
- Carefully managing traffic and the supply of parking.

The City has adopted *Transit-Oriented Development Guidelines* for use in the Town Centres, Mixed Use Centres and other transit-oriented areas, to assist applicants in submitting well-designed, context-sensitive development applications.

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Mixed-Use Centres will ultimately develop as "good places" in their own right as components of complete neighbourhoods. They should contain development that is both locally and regionally oriented. Where a concentration of single-use activity occurs, the interface with the surrounding community should be improved through such means as the addition of community-serving uses and improved physical linkages.

Development at Mixed-Use Centres will take advantage of the opportunities offered by transit for both internal and external commuting and ease of access on foot and by bicycle. By virtue of careful attention to design, orientation and a mix of uses, development in Mixed-Use Centres will contribute to the diversity of land use in the immediate area and foster the creation of vibrant centres of activity, particularly within the urban area outside the Greenbelt. This Plan establishes minimum targets for employment in Mixed-Use Centres. It is the intent of this Plan that intensification continue to focus on nodes and corridors (Mixed-Use Centres and Mainstreets) to support the public transit system, to create an essential community focus, to allow for minimum travel and to minimize disruption in existing stable neighbourhoods.

#### **Policies**

1. Mixed-Use Town Centres and Mixed-Use Centres are designated on Schedule B. They are strategically located with respect to the transportation system and accessible by transit, walking, cycling and automobile. They are centered on rapid transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city, with Town Centres shown by the symbol "TC". They all meet the following criteria:
  - a. Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all-day, frequent transit service;
  - b. There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
  - c. High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
  - d. Employment targets of at least 5,000 jobs can be achieved in Mixed-Use Centres and at least 10,000 jobs can be achieved in Town Centres;
  - e. The area is or can become transit-oriented, as described in this section;
  - f. The area is suitable for a mix of uses and could be linked within the area's greenspace network.
2. The City is committed to maintaining the Town Centres in Kanata, Barrhaven and Orleans as the vital, mixed-use cores of the suburban areas outside the Greenbelt. Plans in some areas are dated and a new vision for each is needed to make sure the centres maintain their central role as they and the communities around them continue to grow. The vision will be prepared in consultation with community groups, property owners, and other parties and may lead to amendments to the secondary plans for the centres as needed to achieve the vision.
3. Mixed-Use Centres are priority areas for undertaking more detailed secondary planning and adopting or updating community design plans and secondary plans. These plans may:
  - a. Provide for minimum and maximum building heights that are different from those identified in this Section;
  - b. Allocate the minimum density required by this Plan on a site-specific basis, or increase the minimum density, such that not all sites achieve the minimum density but the required density is achieved overall in the area;
  - c. Develop area-specific design considerations.
4. Except where a secondary plan specifies otherwise or existing zoning permits greater heights, building heights are:

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- a. A maximum of 12 storeys, providing transition to adjacent low-rise residential in accordance with Section 4.11;
  - b. A minimum of four storeys for residential and office development.
- Greater building heights may be considered subject to an amendment to the secondary plan or site-specific policies in Volume 2, and must demonstrate consistency with policy 2.2.2(17) and all other relevant policies in this Plan.
5. ~~Mixed Use~~ **Mixed Use Centres** should ~~will permit~~ be characterized by a broad variety of ~~uses in accordance with policy 6a below. The City will encourage transit-supportive land uses at transit-supportive densities,~~ such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing. Major Urban Facilities are permitted as set out in Section 3.6.7.
  6. ~~Employment targets of at least 5,000 jobs (10,000 jobs in the case of Mixed Use Centres identified by the symbol "TC" on Schedule B) will be accommodated.~~
  6. ~~A Community Design Plan will be required for each Mixed Use Centre based on the criteria contained in this section.~~ **Development is generally permitted prior to the approval of a community design plan.** ~~subject to these policies.~~ However, in the case of the ~~Mixed Use~~ **Mixed Use Centre** south of Innes Road and west of Mer Bleue Road:
    - a. The City will only permit development after the completion of a community design plan and its adoption as a ~~Secondary Plan~~ **Plan** by amendment to this Plan.
    - b. ~~The development of the Innes Snow Disposal Facility, in compliance with the policies under Section 3.9 shall be permitted in advance of the Community Design Plan for this Mixed Use Mixed Use Centre. [Amendment #62, 23 April 2008]~~
  7. **New Mixed Use Centres or expansions of existing centres may only be identified through a community design plan process and where the following criteria are met:**
    - a. The new or expanded centre has achieved or can achieve the criteria in policy 1 above;
    - b. The community design plan allocates and preserves lands, or includes mechanisms, to achieve the minimum employment requirement within the community design plan area; and
    - c. Notwithstanding the designation of the Mixed use Centre on Schedule B, the boundary of the Mixed Use Centre may be expanded at the next Employment Land Review to encompass part of the surrounding Employment Area. This expansion must be supported by the findings of the proposed Employment Lands Study and the secondary planning exercise for the community design plan (CDP) and where it can be demonstrated that the employment targets for the existing employment area and the Mixed Use Centre, respectively will be achieved.
  9. ~~Community Design Plans will require that residential uses be a component in all Mixed Use Centres.~~
  10. ~~All development applications and Community Design Plans for Mixed Use Centres will be reviewed in the context of this Plan and in particular:~~
    - a. ~~Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;~~
    - b. ~~Will, where possible, contribute to a range of housing options in the area.~~
  8. ~~Mixed Use~~ **Mixed Use Centres** will optimize the use of land through provisions for compact mixed-use development. ~~The Zoning By-law, and~~ community design plans will:
    - a. ~~Allow for~~ **Require employment and housing as part of a larger** a mix of uses, and permit a mix of uses, within a building or in adjacent buildings;
    - b. ~~Enable the employment targets of this Plan to be achieved;~~
    - c. ~~Provide for the highest density development such as offices to occur within 400 metres of the rapid transit station;~~
    - d. ~~Require all development to meet the minimum target densities set out in Section 2.2.2, policy 7. Where development comprising a number of individual buildings is proposed to be built in phases, either on a single parcel of land or as one comprehensive development on a number of parcels of land, each individual phase will not be required to meet the target density where:~~

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- ~~i. the development is subject to a council approved site plan or concept plan that identifies the nature and use of each building in each phase; and~~
    - ~~ii. the site plan or concept plan demonstrates that all of the phases once completed achieve or exceed the target density. [Amendment #76, OMB File # PL100206, August 18, 2011]~~
  - b. Require residential uses in the form of apartments and other multiples at a medium ~~and/or~~ high density;
  - c. ~~Provide a minimum and maximum parking requirement for development within 600 metres distance of a rapid transit station, recognizing that the minimum and maximum may vary in response to the contextual influence of the geographic location of individual Mixed-Use Centres and the stage of rapid transit development; [OMB decision #2649, September 21, 2006]~~
  - c. Provide for the potential for shared parking arrangements among uses that peak at different time periods;
  - d. Allow for the potential redevelopment of surface parking areas; [OMB decision #2649, September 21, 2006]
  - e. Not permit uses that require ~~the majority~~ large areas of their site to be devoted to the outdoor storage, sale or service of goods to be located within an 800 metre walking distance ~~600 metres~~ of a rapid transit station;
  - f. Ensure that an appropriate transition in built form between the ~~Mixed-Use~~ Mixed Use Centre and any surrounding General Urban Area occurs within the ~~Mixed-Use~~ Mixed Use Centre site.
9. Plans, public works and development proposals for ~~Mixed-Use~~ Mixed Use Centres will enhance opportunities for walking, cycling and transit and in particular will:
- ~~a. Will have regard for the provisions of Section 4.3 regarding the potential to reduce parking requirements;~~
  - ~~b. Will be evaluated in the context of the pertinent policies in Sections 2.3.1 and 4.3, in particular, achieving transit-oriented development by functionally integrating transit and the surrounding uses, enhancing accessibility to rapid transit stations, and by partnerships with the private sector to develop lands at rapid transit stations;~~
  - ~~c. Will contribute to the creation of a recognizable pedestrian circulation system that connects development with the public transit system, is barrier-free and does not conflict with vehicular movement systems;~~
  - ~~d. Will contribute to the creation of a street network that provides a convenient and pleasant walking and cycling environment which links housing, employment and the rapid transit station;~~
  - ~~e. Where parking lots exist, it is encouraged that the land use(s) they serve be intensified. [OMB decision #2649, September 21, 2006]~~
  - ~~f. If a high density development cannot be located within 400 metres of the rapid transit station, then it should be located along an arterial road with all-day transit within the Mixed-Use Centre.~~
  - a. Give priority to walking and cycling in public rights-of-way;
  - b. Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and open space connections;
  - c. Use public art and the design of public streets and spaces to create attractive public areas;
  - d. Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre;
  - e. Design transit shelters, seating and other facilities that contribute to attractive public areas and that enhance personal security through such measures as described in Section 4.8.
10. The City will work, and where appropriate partner, with the private sector to integrate rapid transit stations with building and site development through such means as:
- a. incorporating the station within the building;
  - b. coordinating the design of the station with the architecture of nearby buildings;
  - c. accommodating pedestrian movement through the building and site, including provision of weather protection for pedestrians between the station and main building entrances;
  - d. integrating waiting areas, directional signage, maps, and transit schedules as part of the building or site;



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- e. incorporating direct access from building interiors to above-grade or below-grade transit platforms; and
  - f. considering integrated site development including air-rights development over Park and Ride facilities.
12. ~~Mixed Use Centres will provide opportunities, when possible, for a variety of activities by:~~
- a. ~~Establishing usable areas of public space that support and encourage informal social activity, recreation and civic gatherings;~~
  - b. ~~Incorporating community facilities such as schools, libraries, day care centres and leisure facilities that will encourage people to remain for extended periods of time;~~
  - c. ~~Incorporating spaces for retail, entertainment activities and cultural attractions.~~
11. In order to demonstrate its commitment to development within ~~Mixed Use~~ **Mixed Use** Centres, the City will consider them to be priority locations for ~~considering~~:
- a. New or relocated municipal ~~buildings and~~ facilities which serve the public, ~~or for leasing space for functions;~~
  - b. The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
  - c. ~~Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;~~ Increasing the capacity of transit service and water, stormwater and wastewater services to support new development;
  - d. Investing in new facilities for pedestrians and cyclists;
  - e. ~~The creation of c-~~ **Comprehensive traffic and parking strategies; management plans and strategies to reduce the need for parking;**
  - f. ~~The creation of brownfield redevelopment strategies~~ **Municipal incentives provided through community improvement plans, incentives for brownfield redevelopment and other programs;**
  - g. ~~The use of techniques such as increased height and density provisions;~~
  - g. ~~The use of~~ **Partnering to develop** air rights over rapid-transit stations and other public infrastructure;
  - h. ~~The application of financial and regulatory incentives;~~
  - h. ~~Exploring p-~~ **Partnerships between the public and private sectors.**
13. ~~Existing developments in Mixed Use Centres that do not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time in a manner that is more compact, dense, and transit-oriented. For such developments, the use of flexible zoning controls, reduced parking requirements, and other incentives may be considered on a case-by-case basis to assist in facilitating redevelopment that better meets the objectives for Mixed Use Centres. [Amendment #28, July 13, 2005]~~
12. Preserving a grid pattern of roads and rights-of-way is key to preserving the potential of the centres to intensify and become more transit and pedestrian-friendly over time. Through its planning and development review processes, the City will establish a grid pattern of rights-of-way for public roads within the centres that defines blocks for current and future development. The City will pursue the following policies to achieve this objective:
- a. The grid pattern will define walkable blocks to support walking, cycling and transit use;
  - b. Rights-of-way that have been secured to date in secondary plans and subdivisions will be retained and opportunities will be sought to extend or intensify the network;
  - c. A secondary network of vehicular and pedestrian routes on a grid pattern will be required within development parcels to increase safety, improve connectivity within and between sites, and define development parcels for future infill or redevelopment;
  - d. Buildings will be located within the grid pattern of public rights-of-way and the secondary network in such a way that they do not preclude future development opportunities;
  - e. A plan will be required as part of a complete application to demonstrate how the site can be developed within the public and secondary networks over time to achieve a more dense and transit-supportive form.

#### Site-Specific Exceptions



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13. The Mixed Use Centre at the southwest corner of Tremblay Road and St. Laurent Boulevard (municipally known as 530 Tremblay Road) shall provide for a minimum floor area of 40,000m<sup>2</sup> for employment uses, which will be implemented through the Zoning By-law. [Amendment #113, November 14, 2012]

### **3.6.3 – Mainstreets**

[Amendment #28, July 13, 2005]

The Mainstreet designations in this Plan identify streets that offer some of the most significant opportunities in the city for intensification through more compact forms of medium-density and mixed-use development, a lively mix of uses and a pedestrian-friendly environment along streets that are Transit Priority Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing in character along their length. They include nodes of activity at various scales, from high schools and small offices to hospitals and shopping centres. Some segments mark the boundaries of established residential areas, while other segments serve as shopping streets for adjacent communities or larger areas.

Mainstreets are at different stages of development. Each of these streets displays its own distinctive character depending largely upon the period during which it developed. They typically perform a dual role of providing adjoining neighbourhoods with a range of daily goods and services and, because they traverse many communities, they also provide more specialized functions that serve the needs of others living beyond the borders of any one neighbourhood. The policies acknowledge this diversity and provide for Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings. Mainstreets are diverse in character and change and renewal that will takes into account the character of the street and adjacent areas. Over time, it is the City's intent that Mainstreets will achieve more compact, mixed-use, pedestrian-oriented development patterns. In older mainstreets, these patterns will be reinforced. [Amendment #76, August 04, 2010]

This Plan encourages intensification along Mainstreets. Intensification is most likely to occur through the redevelopment of such sites as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.

Two general distinctions can be made: types of Mainstreets are designated in this Plan:

- Mainstreets generally developed prior to 1945, having pre-1945 characteristics are designated as Traditional Mainstreets. Typically, they are set within a tightly-knit urban fabric, with buildings that are often small-scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian-oriented and transit friendly environment. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit. Residential uses are often located on the upper floors. They Traditional Mainstreets generally have a four-lane cross-section, on-street parking or the potential to provide for it, and limited on-site parking. Land uses are often mixed, with commercial uses at the street level and residential uses on the upper levels.
- Mainstreets generally developed after having post-1945, characteristics are designated as Arterial Mainstreets. Typically, they are lined by larger lots, larger and buildings, varied setbacks, and lower street-level densities than Traditional Mainstreets. And a Arterial Mainstreets are more automobile-oriented, environment, often within a divided cross-section of built with four or more lanes. They generally do not provide on-street parking. Parking lots are often

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typically located between the buildings and the street, and the predominant existing land use is single-purpose commercial. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community.

While these designations generally match typical conditions, they are also intended to guide future development in cases where the City wishes to see a Mainstreet evolve in a denser, more pedestrian-oriented form. It is also recognized that there are stretches of **Not all Mainstreets or segments of Mainstreets match these conditions.** Some Traditional Mainstreets that do not entirely reflect the above-noted pre-war vintage description. These inner suburban areas, were built in the 1950s and 1960s between 1945 and the present, and display a blend of Traditional and Arterial Mainstreet characteristics. For these areas, this Plan promotes redevelopment in a fashion that locates buildings close to the street and is more pedestrian-oriented supportive of walking, cycling and transit. [Amendment #76, August 04, 2010]

Within newly developing 'greenfields' areas, or within Town Centres, there may be opportunities to achieve pedestrian-oriented, mixed-use environments as the preferred model for the development of a new Mainstreet. new models of Traditional or Arterial Mainstreets may evolve that are mixed-use and support walking, cycling and transit.

On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use. Arterial Mainstreets are expected to change gradually through redevelopment. This means that, over time, more residential and employment uses will be introduced at higher densities, potentially through redevelopment of large parking areas, where appropriate. New development and public infrastructure will be designed to improve walking and cycling as well as access to transit. On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to more intensive forms of development. This could mean that, over time, higher density employment and residential uses could be introduced, where appropriate. Uses may be mixed within buildings and/or on the same lot, parking lots between the building and the street could be redeveloped and built upon, and the pedestrian environment will be improved.

The common feature of all Mainstreets is their function as a mixed-use corridor with the ability to provide a wide range of goods and services for neighbouring communities and beyond. Because a high percentage of housing, employment, retail and civic functions lie within easy reach of one another, the vitality of the area is sustained. It is the intent of this Plan that intensification continue to focus on nodes and corridors (Mixed-Use Centres and Mainstreets) to support the public transit system, to create an essential community focus, to allow for minimum travel and to minimize disruption in existing stable neighbourhoods.

### Policies

1. Traditional Mainstreets and Arterial Mainstreets are each designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. The latter also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. Additional Mainstreets may be identified in Developing Communities, the policies and designations for which will be found in the appropriate Community Design Plan.
2. New Mainstreets will only be considered during a review of this Plan or through a secondary planning process that recommends an amendment to this Plan. The City will evaluate the appropriateness of a new Mainstreet against all of the following requirements:

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- a. It is on a Transit Priority Corridor or within 800 metres walking distance of a Rapid Transit Station on Schedule D (for Arterial Mainstreets only);
  - b. There are substantial opportunities for new development or redevelopment fronting the roadway segment proposed for designation;
  - c. The potential for increased building heights are compatible with adjacent development that is not within the Mainstreet designation;
  - d. The street already contains a mix of uses or can introduce a mix of uses in a way that is compatible with adjacent planned development in the case of greenfield areas; and
  - e. It has potential to be converted to a pedestrian and cycling friendly environment.
3. The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. ~~The boundary of the Traditional and Arterial Mainstreet designations is flexible depending on site circumstance and lot configuration, but~~ generally applies to the whole of those properties fronting on the road ~~so designated to a maximum depth of 200 metres, for very deep lots. However, the boundary is flexible depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor. A secondary plan may specify a greater or lesser depth.~~
4. On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming 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:
- a. multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),
  - b. attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,
  - 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,
  - d. measures of sufficient size and quality to relieve the visual impact of surface parking areas,
  - e. the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,
  - f. the provision of coordinated signage, and
  - g. over time, a development that is oriented to the Mainstreet.
5. A broad range of uses is permitted on Traditional and Arterial Mainstreets, 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. Where a Mainstreet abuts an Employment Area, the ~~z~~Zoning ~~b~~By-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.
6. Major Urban Facilities are permitted on Arterial Mainstreets as set out in Section 3.6.7.
7. Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of ~~C~~Community ~~D~~Design ~~P~~Plans in accordance with the policies of Section 2.5.6. Community ~~D~~Design ~~P~~Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives ~~and Principles~~ in Section 2.5.1, and the Compatibility policies set out in Section 4.11.
8. New gas bars, service stations, automobile sales and drive-through facilities will not be permitted on Traditional Mainstreets in order to protect and enhance the pedestrian environment. However, there may be exceptional circumstances where a drive-through facility may be located on a Traditional Mainstreet where the intent of this Official Plan regarding Traditional Mainstreets can otherwise be preserved. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular accesses will be used to minimize the interruption of the Traditional Mainstreet street frontage and ameliorate the impact on the pedestrian environment. Existing gas bars, service stations, automobile sales and drive-through

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facilities located on Traditional Mainstreets that are permitted under the zoning existing on the date of adoption of this Plan, will continue to be permitted in the ~~z~~Zoning ~~b~~By-law as permitted uses and encouraged to redevelop over time in a manner that achieves the street's planned function and character. New gas bars, service stations, automobile sales, and drive-through facilities are permitted on Arterial Mainstreets and will be evaluated on the basis of the Design Objectives and Principles in Section 2.5.1, any applicable Council-approved design guidelines, and the Compatibility policies set out in Section 4.11. [OMB decision #2649, September 21, 2006]

9. On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.
10. Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge ~~with active frontages that and provides direct pedestrian access to the sidewalk. Any proposal for infill or redevelopment will be evaluated in light of the objectives of this Plan. This Plan supports mid-rise building heights up to six storeys on Traditional Mainstreets and up to nine storeys on Arterial Mainstreets, except as per Section 2.2.2, policy 12, and policy 11 below. Greater building heights may be considered in accordance with policies 8 through 14 of s.4.11.~~
  - ~~a. Specific building heights are established in the zoning by-law based on a Community design plan or other Council-approved study;~~
  - ~~b. The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;~~
  - ~~c. The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;~~
  - ~~d. The development incorporates facilities, services or matters as set out in Section 5.2.1 with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;~~
  - ~~e. Where the application of the provisions of Section 2.5.1 and Section 4.11 determine that additional height is appropriate.~~~~[Amendment #76, OMB File # PL100206, August 18, 2011]~~
11. On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys will predominate. The tallest buildings will be located at the nodes described below. Subject to a zoning amendment, taller buildings up to a maximum of 12 storeys may be considered, where the development provides a community amenity, where it is demonstrated that the development meets the urban design and compatibility policies in Section 4.11 and where the site is located at one or more of the following nodes:
  - i. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
  - ii. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
  - iii. directly abutting a Major Urban Facility.

The Zoning By-law may establish building heights lower than nine storeys based on site conditions, existing character and compatibility.
12. ~~On Traditional Mainstreets~~ This Plan supports mid-rise building heights up to six storeys on Traditional Mainstreets, unless a secondary plan states otherwise. Building heights greater than those specified in this Section will only be permitted through a Secondary Plan. The Zoning By-law may establish building heights lower than six storeys based on site conditions, existing character and

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compatibility. The Zoning By-law will establish a minimum building height ~~will be the equivalent of~~ to a two-storey building, except for those existing gas bars, service stations, automobile sales and drive-through facilities identified in policy 68 above.

13. Where a building is being demolished on a Mainstreet, and no immediate replacement use is proposed, approval of the demolition will be subject to the approval of a Site Plan Application that addresses landscaping and associated site improvements that will contribute to the attractiveness of the Mainstreet environment on an interim basis.
14. To achieve the vision for Mainstreets, changes within the public environment as well as within the abutting private property environment may be necessary. The 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 a Mainstreet's right-of-way, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.
15. In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for ~~considering~~:
  - a. New or relocated municipal buildings and facilities or for leasing space for municipal functions;
  - b. The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
  - c. Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
  - d. The creation of comprehensive traffic and parking strategies;
  - e. The creation of brownfield redevelopment strategies;
  - f. The use of techniques such as increased height and density provisions;
  - g. The application of financial and regulatory incentives;
  - h. Exploring partnerships between the public and private sectors.
16. Any new construction of buildings, structures or modifications, alterations and additions to existing buildings or structures, which have the effect of altering exterior character along a Stittsville Main Street frontage shall be evaluated in the context of the existing Stittsville Main Street Master Plans and Urban Design Guidelines.

#### **Site-Specific Exceptions**

17. For the lands known municipally as 3730 Innes Road, the Arterial Mainstreet designation shall extend no greater than 475 metres from Innes Road. [OMB Order/Decision 1360 issued May 14, 2007]
- ~~18. The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified as Annex 12. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually mars the background silhouette view of the Parliament Buildings. [Amendment #69, November 26, 2008]~~
  - ~~a. For each property in the viewshed, no zoning by-law amendment or minor variance shall be permitted that would obstruct the view.~~
  - ~~b. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view. [Amendment #69, November 26, 2008]~~
18. The Arterial Mainstreet designation on Hazeldean Road, between Iber Road and the Carp Road intersection shall extend no more than 150 metres from Hazeldean Road. Minor variation of this distance may be considered where a clearly recognized physical feature, such as a creek bed or a built boundary, such as an existing residential subdivision provide for a reasonable and small scale adjustment beyond 150 metres. In addition to the foregoing and notwithstanding the provisions of policy 23 of Section 3.6.3, in the case of lots that extend between Hazeldean Road and the projection of Maple Grove and Rothbourne Road, consideration may be given to extending the Arterial Mainstreet designation more than 150 metres from Hazeldean Road, provided that:



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- a. a detailed concept plan is prepared that illustrates how the entire lot will be developed;
- b. the concept plan ensures that the intent of the Mainstreet policies is maintained, particularly with respect to the creation of an urban development pattern along the street; and
- c. any retail uses are located and oriented to directly address Hazeldean Road. [Amendment #76, August 04, 2010]

### **3.6.4 – Developing Community**

The Developing Community designation in this Plan identifies parts of the city that are undeveloped or substantially underdeveloped. Developing Communities will offer a full range of choice in housing, commercial, institutional and leisure activities within a development pattern that prioritizes walking, cycling and transit over the automobile. The completion of a community design plan will be required prior to any development being approved in a Developing Community.

#### **Policies**

1. Developing Communities are identified on Schedule B as areas that are vacant, or substantially vacant, that offer substantial opportunity for new residential development at increased intensities and opportunities to create complete, sustainable communities, within a development pattern that prioritizes walking, cycling and transit over the automobile.
2. All development occurring within land designated as a Developing Community will be on the basis of a community design plan for the entire area. Where previously-approved concept plans and/or technical studies exist within an area designated Developing Community, they may be utilized where appropriate to enhance the creation of a community design plan to the extent that they comply with the provisions of this Plan and represent a comprehensive strategy for all the lands within the Developing Community designation.
3. The area under review for the purpose of creating a community design plan, in a Developing Community, may include adjacent lands not under this designation where this will facilitate achieving the policies of this Plan with respect to compact and mixed-use development.
4. In its decision to approve a community design plan, City Council may determine that an amendment to this Plan is required in order to implement the community design plan (for example to add a new land-use designation), but such an amendment will not be required in order for development to proceed following the approval of a community design plan. In addition to the provisions of Section 2.5.6, the community design plan will: [Amendment #76, Ministerial Modification #34, OMB File # PL100206, September 07, 2011]
  - a. Establish the mix and location of residential dwelling types which, as a minimum, will constitute the following:
    - i. No more than 55% per cent single detached, at least 10 per cent apartments dwellings and the remainder multiple attached dwellings other than apartments,
    - ii. In Developing Communities outside the Greenbelt, overall residential development will meet a minimum density target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking area internal to developments but excluding public streets, right-of-way and all non-residential uses.[Amendment #76, OMB File # PL100206, September 07, 2011]
  - b. Residential densities for Developing Communities inside the Greenbelt will be similar to those found in residential areas adjacent to the Central Area, commensurate with the greater proportion of multiple dwellings to be located in these areas;
  - c. Identify how the land use mix contributes to achieving the balance of jobs and households for the larger area, as identified in Figure 2.2;
  - d. Complete a subwatershed plan or environmental management plan in accordance with Section 2.4.3 should no plan exist for the area. These plans will identify a natural heritage system within the Developing Community and measures to protect this system through public ownership or



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other means will be included in the community design plan; [Amendment #76, OMB File # PL100206, September 07, 2011]

- e. Establish a modified grid system as the preferred alignment of roads serving the area, in order to maximize the number of access and egress points, the permeability of the network, pedestrian and transit accessibility to all areas, and to enhance way-finding and personal navigation within it. Inherent in the modified grid pattern is flexibility to address such matters as preserving existing desirable landform or landscape features or achieving a mix of housing form and density;
- f. Identify and illustrate how the development pattern will achieve a distinctive identity and a variety of building form and façade treatments through means such as:
  - i. Making each unit in ground-oriented development distinct from its adjacent neighbour through the multiple use of elements such as colour, different cladding materials, etc.,
  - ii. Creating a strong street edge through the use of a uniform building setback,
  - iii. Dispersing different types of housing throughout a development, rather than concentrating enclaves of the same type of housing in one area, including variations in unit type along the same street (e.g., a single-detached unit next to a row house or ground-oriented apartment),
  - iv. Considering variations in lotting arrangements such as orienting units around central courtyards,
  - v. Determine the appropriate amendments to this Plan to facilitate the implementation of the community design plan wherever necessary to accommodate such matters as recognizing environmental features, establishing Major Open Spaces or identifying new Mainstreets.

### **3.6.5 – Employment Area and Enterprise Area**

[Amendment #28, July 13, 2005]

Employment-related land uses are permitted in almost every urban designation in the Official Plan. The Central Area is the foremost employment concentration and will continue that role. Most business activities can integrate well with other land uses and it is the intent that these be focused on nodes and corridors (~~Mixed-Use~~ Mixed Use Centres and Mainstreets). All three of these designations anticipate a healthy mix of business, retail, housing, institutional and cultural uses.

However, one of the key objectives of this Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents. Employment land provides for a wide range of economic activities, job opportunities and pay scales, from advanced technology to traditional jobs in construction, trucking, and warehousing/distribution. Maintaining a sufficient supply of land for this range of activities is key to the long-term economic health of the community and its ability to attract and retain new investment. Typically, Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floorplate, and they are usually well situated with respect to major roads. These areas often come under pressure from other land uses that also may find it advantageous to locate in areas with these characteristics. The City is concerned that, in the short term, if too wide a range of uses is permitted, employment lands may develop for non-employment purposes, particularly during periods of a weak market for industrial or office uses. This Plan protects some lands primarily for employment use so that they remain affordable for employment purposes and so that they can develop over time without conflict from competing land uses. [Amendment #76, August 04, 2010]

Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;

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- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation, etc.;
- Prestigious uses (usually office or combinations of office/clean industrial) with a signature address and a desire to locate among other similar uses.

The decision to designate land as an Employment Area will be determined, in part, by its ability to accommodate at least 2,000 jobs. ~~They~~ Employment Areas will have various locational attributes depending on the type of Employment Area such as key locations on 400 series highways and multi-lane arterials, and locations that have good truck, ~~or~~ rail, or air access. These are also areas that can provide large parcels of land at affordable prices. Because one of the objectives of this Plan is to balance housing and employment opportunities in all urban communities outside the Central Area, lands designated as Employment Areas are distributed throughout the urban fabric, with at least one in each urban community outside the Greenbelt boundary. Policies addressing the creation and conversion of employment land and the creation of major office developments are contained in Section 2.2.2 of this Plan.

Enterprise Areas are areas of employment that may accommodate the integration of housing without detracting from the objectives outlined above. They must still provide opportunity for a concentration of employment but, by increasing the employment densities, may also be able to support medium and high-density housing. Enterprise Areas have the following characteristics:

- The potential to provide for at least 2,000 jobs;
- At least 50 per cent of the land is or will be devoted to employment;
- The employment uses existing or planned for the area will not negatively impact on residential uses through noise, odour, health concerns or other conflicts;
- Generally, the employment uses have less stringent locational requirements than those associated with Employment Areas, except that the area should be well served by public transit and may require access to truck routes;
- Contain business park type employment such as offices, but have the potential to achieve employment densities higher than achieved in traditional park-like settings;
- Are easily accessible from the surrounding community so that residential uses can be well integrated, both within the Enterprise Area itself and with the adjoining residential area, and can easily access residential amenities and services.

Uses that require large land areas for the external storage of goods or for vehicle sales and service may be carried out in Employment and Enterprise Areas. Incidental activity carried out in combination with a main use, such as showroom space associated with warehousing and storage, is also anticipated in Employment and Enterprise Areas. Complementary uses, such as service commercial, are appropriate in both Employment and Enterprise designations to meet the day-to-day needs of employees and residents and reduce their need to travel outside the area.

### **Policies**

1. Employment Areas and Enterprise Areas are designated on Schedule B. They provide for the concentration of at least 2,000 jobs at a range of densities and fulfill the projected need for employment land in the city to the planning horizon. The 2,000 job figure represents the minimum number of jobs that warrants the designation of lands on Schedule B; it is intended in virtually all cases that Employment and Enterprise Areas provide for many more jobs than this, with the exception of the Iber Road Employment Area, which will achieve a minimum of 1,000 jobs. Employment and Enterprise Areas must have access to designated truck routes. They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt boundary. They must have access to designated truck routes. ~~They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt.~~ Some

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Employment Areas may not be contiguous as a result of natural or human-made barriers, or existing land uses. [Amendment #76, August 04, 2010]

2. In Employment and Enterprise Areas, the ~~z~~Zoning ~~b~~By-law will:
- a. Permit a variety of industrial and employment-generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses;
  - b. Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;
  - c. Permit a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (e.g. convenience store, doctor and dentist office, shoe repair shop, coffee shop, restaurant, bank, dry-cleaning outlet, service station or gas bar) consisting of small occupancies on individual pads, within a building containing a permitted use, in groups as part of a small plaza, or on small lots. The purpose of these complementary-type uses is to serve the employees of Employment Areas and Enterprise Areas, the general public in the immediate vicinity, and passing traffic. Ancillary uses are to be clearly incidental to the primary employment-generating uses listed in policy 2.a and will not be of a size or nature that draw clientele from a beyond the local area; [Amendment #76, August 04, 2010]
  - d. Permit sample and showroom uses, meaning that portion of a building operating only in association with a warehouse or other permitted use in the same building, 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 where the proportion of the gross leaseable area of a building devoted to sample and showroom use is limited in the ~~z~~Zoning ~~b~~By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage;
  - e. Distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities);
  - f. Not permit industrial uses or development with the potential of restricting visibility at the Ottawa Macdonald-Cartier International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust, or steam as described in ~~the provincial government policy document, Land-use Planning Near Airports, 1978, as amended from time to time, published by the Ministry of Municipal Affairs and Housing~~ **Transport Canada's "Land Use in the Vicinity of Airports" document TP1247E;**
  - g. Notwithstanding policies 2.a), b), c), and d) above or any other provisions of this Plan that prohibit retail uses on lands designated Employment Area, permit retail uses on lands located south of Highway 417, west of Terry Fox Drive, east of the Carp River and north of Palladium Drive, save and except for property with any frontage on Palladium Drive, and provided that adequate road capacity is available;
  - h. Notwithstanding policies 2.a) and c) above, an institutional use will be permitted on the south half of Lot 26, Concession A, in the former City of Nepean, shown as Part 5 on Plan 5R-8254;
  - i. ~~Notwithstanding policy 2.c) above, the site at 500 Coventry Road may be developed with 100% retail use with a maximum of two stand alone retail stores to a total maximum gross floor area of 7,779 square metres. Alternatively, should the site not be developed with "stand-alone" retail as permitted by this policy, office development within buildings having a height of 5 storeys shall be permitted. Where the site is developed for office use in accordance with this policy, retail uses shall be limited in accordance with the policies of S.3.6.5;~~
  - j. ~~Notwithstanding policy 2.c) above, a stand-alone retail store up to a maximum size of 4,645 square metres gross floor area is permitted at 525 Coventry Road.~~
  - i. in addition to the provisions of the policies set out in this section, **Section** -2.1.1 of the Secondary Plan for Area 1, 2, **& and** 3 in the former City of Nepean set out in Volume 2A of this Plan will apply to the lands described as Parts Lot 19, Concession A, R.F., Nepean: PIN 04733-

## Section 3 Designations and Land Use

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0055 and 04733-0056 located east of Merivale Road and west of Prince of Wales Drive in the South Merivale Business Park. [OMB decision #2649, September 21, 2006]

3. Notwithstanding policies 2.a) and c) above or any other provisions of this Plan that prohibit retail uses on lands designated Employment Area, the lands identified as Commercial on Schedule A in the Secondary Plan for South Nepean Urban Areas 9 and 10 in the Former City of Nepean as set out in Volume 2A in this plan may be developed with retail uses, which may also include commercial office use and commercial uses that support the employment use, with a maximum lot area of 12 hectares (30 acres). [Amendment #121, July 10, 2013]
4. The maximum building height permitted in an Employment Area and Enterprise Area is a low-rise building up to 4 storeys. Greater building heights may be permitted by a secondary plan, existing zoning or near a rapid transit station or transit priority corridor. Subject to a Zoning By-law amendment and the provision of appropriate transitions to neighbouring low-rise residential areas:
  - a. A Mid-rise building up to 9 storeys may be considered within 800 metres walking distance of a rapid transit station or 400 metres walking distance of a transit priority corridor;
  - b. A High-Rise 10- 30 Building may be considered generally within 400 metres walking distance of a rapid transit station.
5. Enterprise Areas are intended to be Employment Areas of employment that are characterized by the presence of a high proportion of higher density offices office uses developed at higher densities and that potentially offers a positive environment for the integration of some housing without detracting from the area's employment potential. Generally, Enterprise Areas are not characterized by circumstances such as the presence of soil contamination; truck routes or other streets that carry high volumes of heavy equipment; the location of trunk sewer or other infrastructure that would interfere with or raise safety issues; or the presence of industrial uses that by virtue of the generation of noise, fumes, heavy equipment movement, or external storage of large amounts of materials, constitute incompatible neighbours to residential uses. [Amendment #76, August 04, 2010]
6. Residential uses are permitted in Enterprise Areas by amendment to the Zoning By-law. Applications to provide for residential uses within an Enterprise Area will only be considered once provided the following criteria are met:
  - a. The applicable policies in Section 4 have been satisfied;
  - b. A mix of housing is provided but all housing is in the form of townhouses, stacked townhouses or apartments.
  - c. The Enterprise Area and particularly the residential uses within it, is linked to adjacent areas by roads and pathways;
  - d. The residential uses are functionally integrated with employment uses through such means as sharing sites or buildings occupied by employment uses, occupying sites adjacent to employment uses, provision of common linkages (roads, pathways), strategic location of parks so as to be mutually beneficial, central location of employment uses, opportunities to share parking, convenient transit routing, mutual accessibility to convenience uses, amenities and services, and any other means that may be appropriate;
  - e. Any demand that residential uses will create for additional amenities and services has been assessed and the means of addressing such demands has been identified;
  - f. At least 50 per cent of the developable land in an Enterprise Area will be devoted to employment uses. The implementing Zoning By-law will be supported by a study and will indicate how and where the employment potential established in the Zoning By-law will be accommodated. [OMB decision #2649, September 21, 2006]
  - g. The requirements of policy f will be pro-rated on a lot-by-lot basis unless there is a development agreement between two or more landowners which identifies how the residential and employment uses will be distributed and the property parcel(s) where the minimum required employment floor space will be located.
  - h. Where established through pre-consultation with the proponent, the City may require a concept plan indicating how the uses for the whole site could evolve over time.
  - j. In the exceptional case of employment lands designated for residential development under Amendment 25 (2002) to the former Regional Official Plan and Amendment 66 (2002) to the

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former Kanata Official Plan, and notwithstanding policies 4.b), c), d) and e) above, existing minimum density requirements specified under those amendments shall continue for the life of this Official Plan only;

- k. Notwithstanding Policy 4 b) above, lands identified as part of SoHo West, located in the Kanata South Business Park, municipally known as 5271 Fernbank Road, legally described as Part of Lot 31, Concession 10, Geographic Township of Goulbourn, formerly City of Kanata, now City of Ottawa, can accommodate semi-detached dwelling units as part of the housing mix, as long as the zoning by-law prescribed minimum residential density is achieved.
7. The City will discourage the removal of employment lands for other uses as set out in Section 2.2.2 of this Plan. [Amendment #76, September 09, 2011]

#### **Site-Specific Exceptions**

8. For the lands known as 8705 North Service Road Orleans, no residential development will be permitted until 10,000 square metres of office floor space has been constructed.
9. In the Enterprise Area located south of Highway 417 at the Huntmar Drive interchange, an area is to be set aside as parkland to be located in the southeast quadrant of the Enterprise Area. The policies in Section 3.6.5 shall apply to the remaining amount of the Enterprise Area land at this location.
10. Development of the Enterprise Area located to the north of Highway 417 at the Huntmar Drive interchange is subject to the following:
- a. retail development is permitted on a maximum of 10.6 net ha of land but the amount of retail shall not exceed the amount of office by more than 8,000 square metres at any time;
  - b. retail in a mixed use building shall be included in the calculation of the 10.6 net ha required by this policy;
  - c. residential development is permitted on a maximum of 1.3 net ha within the remaining Enterprise Area land; and
  - d. development within the remaining Enterprise Area shall provide for a minimum average density of 125 jobs per net ha.
11. The Employment and Enterprise Areas in Kanata North and South, save and except for those areas zoned for residential uses, are not subject to the maximum height limit described in policy 3 above until such time that a secondary plan is in effect, which will detail specific maximum building heights for these areas.

### **3.6.6 – Central Area**

The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also the main tourist destination in the National Capital Region, with 5.5 million visitors yearly. These policies promote the Central Area's vital role in the city, its distinct identity and heritage character, as well as the primacy of the Parliament Buildings and other national symbols. The Plan also aims to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities. This aim will be supported by the protection of residential neighbourhoods in and near the Central Area and an increasing number of downtown area dwelling units, including a vibrant urban community on LeBreton Flats.

In order to realize the vision, walking, cycling and transit to and in the Central Area will need to have priority, particularly during peak traffic periods. This will require a safe and comfortable pedestrian/cycling environment on all downtown streets. Central Area policies must consider the needs of all users of usable open spaces, pocket parks, sunlit pedestrian amenity areas and other culture and leisure resources, including an increased urban forest cover, that enhance the downtown experience. Improved access to water-oriented facilities on the Ottawa River and the Rideau Canal will also be important while protecting the waterways' unique environmental qualities. To minimize car traffic through the downtown and to make transit the preferred choice for residents travelling to the downtown, the City will convert to



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LRT most of the east-west Transitway inside the Greenbelt, through a downtown tunnel, and upgrade and extend the existing north-south O-Train, to LRT. [OMB decision #1582, June 17, 2005]

New buildings and spaces will reflect a human scale of development, and will be guided by design criteria, which will result in a significantly enhanced pedestrian environment. The Central Area's unique heritage resources will be protected through heritage conservation, and enhanced through new development which respects and complements nearby heritage buildings. This urban design renaissance will ensure development which is worthy of a nation's capital and which is conducive to the attraction of people and businesses.

The Central Area is made up of a number of distinct sub-areas, each with its own identity and character. As an example, the By Ward Market's exceptional heritage character will be protected through its designation as a heritage conservation district and through guidelines that ensure sensitive infill and alterations.

The Core's employment image and identity will be enhanced through new mixed-use development and refurbishment, which creates a sense of human scale, and contributes to the area's vitality by providing retail uses at grade and additional hotel and residential uses.

Rideau Street, Bank Street, and Sparks Street will flourish as vibrant shopping streets with enhanced pedestrian environments and office, residential and other uses above the street, which serve as important components of the Central Business District.

The liveability of the residential areas within the Central Area (Upper Town, Lowertown and Sandy Hill West) will be significantly improved, and their heritage resources will be protected and enhanced. They will continue to contribute significantly to the City's supply of inner-city housing and will support 24-hour activity in the Central Area.

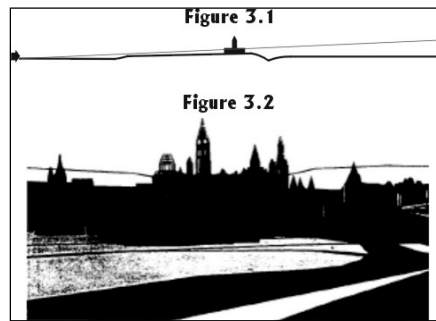
The references to the downtown in this section include the Central Area and the residential neighbourhoods surrounding it. These neighbourhoods give vitality to the Central Area and provide a convenient market for its services. This Plan recognizes the need to ensure that residential intensification and infill development, as it occurs over time, respects and maintains existing neighbourhood character and identity. In addition, the implementation of the Downtown Ottawa Urban Design Strategy 20/20 will help address the challenge of creating well-designed buildings and spaces in both the Central Area and parts of the adjacent neighbourhoods of Centretown and Sandy Hill. These areas are experiencing development activity and design vision and guidance are needed. Finally, the secondary plans for Centretown and Sandy Hill, which provide more detailed policy direction, have been included in Volume 2A. [Amendment #24, May 25, 2005]  
[Amendment #76, August 04, 2010]

***Policies***

1. The boundaries of the Central Area are shown on Schedule B and will not be subject to variation without a comprehensive review and an amendment to this Plan.
2. The City will support the Central Area's role as the economic and cultural heart of the city and the symbolic heart of the nation by:
  - a. Implementing the Central Area Secondary Plan, which establishes a vision and detailed policies for the desired future of the Central Area as the focus of government, tourism, business, retail, housing, major community facilities, entertainment and cultural activities;
  - b. Working with the Business Improvement Areas, Building Owners and Managers Association and other stakeholders to attract commercial development, including unique, specialty, and international-scale retailers, and to seek design opportunities that can accommodate large format retail;

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- c. Implementing the Downtown Ottawa Urban Design Strategy to promote the liveability of the downtown, as described in policy 5 below; [Amendment 24, May 25, 2005]
- d. Ensuring development applications and public works have regard for the Central Area Secondary Plan policies to enhance the physical character, identity and unique heritage resources of the Central Area's distinctive streets (including the symbolic Confederation Boulevard), theme streets, character areas, and heritage conservation districts;
- e. Protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area, depicted as key viewpoints and view sequences on Annex 8A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols. In realizing this aim, the City will ensure that:
  - i. Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings (Figure 3.1), and do not visually dominate the Parliament Buildings and other national symbols (Figure 3.2),



- ii. Buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do 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 Annex 8A,
- iii. No building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 8B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 8B,
- iv. For blocks that do not have angular height planes established on Annex 8B, maximum permitted building heights do not violate the intent and aim of this policy, permitted heights are consistent and compatible with building heights generally in the area where no height planes apply, and permitted heights are in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Policy Plan contained in Volume 2, Annex 8C – LeBreton Flats Foreground View Control Planes and as indicated on Annex 8B – Central Area Maximum Building Heights;
- f. Limiting the support of the City to minor variance applications for an increase in building heights provided that:
  - i. The property is located within a block where an angular height plane, as indicated on Annex 8D – Central Area Maximum Building Heights and Annex 8B – Central Area Maximum Building Heights/Angular Planes does not apply, and
  - ii. The increased height will not visually mar the silhouette of the Parliament Buildings or dominate the Parliament Buildings and other national symbols, and
  - iii. The site has not been the recipient of a transfer of floor space index;
- g. Working with federal agencies to encourage the federal government to maintain its concentration of administrative functions in the Central Area;

- h. Working with the public and private sectors to encourage the location in the Central Area of major facilities to enhance existing retail areas, tourist and convention facilities and amenities, and pedestrian and transit travel;
    - i. Identifying water and wastewater capacity upgrades to support development in the Central Area as a priority in infrastructure systems rehabilitation.
3. The City will promote the Central Area as a vital and active place by:
  - a. Encouraging a range of day/night and year-round activities through such means as extended transit service, and supporting the staging and creation of cultural facilities, festivals, theatre, music, public art, commemorations and other activities and special events;
  - b. In keeping with the Central Area's role as a main tourist destination, supporting the Ottawa Tourism and Convention Authority, National Capital Commission, Parks Canada and other stakeholder initiatives that maintain and develop tourism and convention attractions, facilities, activities and programming; [Amendment #76, August 04, 2010]
  - c. Working with the National Capital Commission, Parks Canada and other stakeholders to:
    - i. Provide streets, public open space and amenity areas, including improved access to the Rideau River and Canal, which address the needs of Central Area employees, residents, shoppers and visitors, [Amendment #76, August 04, 2010]
    - ii. Explore the feasibility of preparing an illumination plan;
  - d. Adopting the principles of multi-use, multiple-time/season and multiple-function for leisure resources in the Central Area, particularly those located within and adjacent to schools, churches and offices, by entering into joint-use agreements where appropriate;
  - e. Undertaking and implementing a study of leisure resource needs and opportunities, including a strategy that will result in an enhanced distribution and variety of leisure resources in the Central Area;
  - f. Supplementing and enhancing the urban forest in the Central Area, by providing vegetation and tree planting in open spaces and amenity areas.
4. Residents living downtown serve an essential role in creating a more complete community by supporting its facilities and services. In keeping with the strategic directions set out in Section 2, the City will encourage new infill dwellings in the Central Area and surrounding residential neighbourhoods by: [Amendment #24, May 25, 2005]
  - a. Providing financial incentives, such as exemptions from development charges, building permit fees or other development fees and levies;
  - b. Entering into innovative partnerships arrangements for retention of schools, community centres and day-care facilities.
5. The City will enhance the appearance and liveability of the Central Area and the surrounding residential neighbourhoods by:
  - a. Undertaking the following Downtown Ottawa Urban Design Strategy implementation measures, prioritized on an annual basis:
    - i. The 41 targeted strategies shown on Annex 9 (with the exception of targeted strategies 1-6, which are part of the National Capital Commission's core area vision and thus within their jurisdiction to implement) as described in the Central Area Secondary Plan, Centretown Secondary Plan and Sandy Hill Secondary Plan contained in Volume 2A,
    - ii. Public and/or private partnerships to help realize the Strategy's objectives,
    - iii. Streetscape improvements, tree planting, public open space and public art as part of the capital budget for all road and infrastructure renewal and transit improvement programs,
    - iv. Design and/or public realm performance standards as part of the criteria for the sale of City lands, and
    - v. A public open space acquisition program (including privately-owned but publicly-accessible open spaces); [Amendment #24, May 25, 2005]
  - b. Ensuring that all public and private development has regard for the compatibility criteria in Section 2.5.1, the design criteria in policy 6 below and that residential development:
    - i. Contributes to a sense of a human scale.

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- ii. Where appropriate, results in a transition from lower-profile to higher-profile buildings, and vice versa,
- iii. Minimizes sun shadowing and undesirable wind conditions,
- iv. Provides adequate visual privacy for proposed residential units, while respecting that of existing nearby units, through such measures as unit siting or orientation, the use of setbacks, landscaping and/or screening,
- v. Maximizes the exposure of residential units to direct sunlight,
- vi. Provides usable private outdoor space, such as balconies, as well as usable semi-private outdoor and/or indoor amenity areas, such as meeting and/or exercise rooms, small outdoor landscaped areas, and/or the use of green roof areas for passive outdoor activity,
- vii. Creates an identifiable entrance, and a strong transition from the public right-of-way through the use of landscape elements, changes in direction, or lighting, and
- viii. Provides appropriate landscape elements;
- c. Improving the image of the Central Area and assisting in visitor orientation by enhancing major gateways into the Central Area and Nodes within it. Nodes are points of intensive activity, which provide a focus to public life, such as a marketplace or a significant commemoration landmark. The location of these features are identified on Annex 9 – Central Area Gateways, Nodes and Distinctive Streets; [Amendment #76, August 04, 2010]
- d. Locating all utilities underground in new developments and in areas or streets of historic merit as identified in the Central Area Secondary Plan;
- e. Designating heritage buildings and streetscapes and working with owners to restore and maintain heritage buildings.
- 6. The City shall improve and enhance the pedestrian environment in the Central Area by:
  - a. Providing outdoor/indoor green open space and pedestrian amenity areas (including interim green spaces on vacant lands) such as pocket parks, plazas, green rooftops and/or indoor winter gardens;
  - b. Providing soft and hard landscaping elements, including tree plantings, which contribute and are sensitive to the character of the area;
  - c. Providing sheltered and sunlit seating areas and comfort stations where appropriate;
  - d. Protecting and enhancing established public courtyards, pedestrian malls and circulation systems in the Central Area;
  - e. Preserving the established architectural integrity of existing buildings, streets and areas;
  - f. Ensuring buildings are designed and sited to minimize sun shadowing and provide appropriate wind attenuation, where required, on public open spaces and pedestrian corridors;
  - g. Ensuring the provision of at-grade street-oriented uses with their principal entrances fronting on the sidewalk and providing a continuity of weather protection;
  - h. Considering appropriate safety and public security measures, including, design for safety, lighting and site visibility for all development proposals and public improvements.
- 7. The following streets are recognized as distinctive streets in the Central Area for their unique pedestrian characteristics:
  - a. Confederation Boulevard which extends through the Central Area and links points of political, historical, cultural, and architectural importance within the National Capital Region, serves as a pedestrian and vehicular promenade connecting the national institutions on the banks of the Ottawa River, and provides an important sequence of views of the Parliament Building;
  - b. Sussex Drive as the Mile of History and as a part of Confederation Boulevard, with significant heritage buildings;
  - c. York Street as an entrance to, and promenade through the By Ward Market, with a significant heritage character;
  - d. Metcalfe Street as a pedestrian promenade linking Centretown with the Core, the World Exchange Plaza open space, Sparks Street and Parliament Hill;
  - e. Elgin Street as a significant pedestrian promenade and streetscape linking Centretown to the Core, the Canal, and Parliament Hill;

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- f. Kent Street as an important pedestrian promenade linking Centretown to the Core, Sparks Street and Parliament Hill; and
  - g. Booth Street, north of Scott/Wellington/Albert Street, as a significant pedestrian promenade and vehicular route, which provides commuter access to and from the Central Area, a link with the existing community, access to the rapid-transit station, and which will serve as the mainstreet focus of LeBreton Flats.
  - h. King Edward Avenue, also designated a Traditional Mainstreet in its extent beyond the Central Area, as a major entrance gateway into Ottawa from Quebec, with significant potential for residential and other types of intensification and a new role as a unifying element between East and West Lowertown once the truck route is relocated to a new inter-provincial bridge.  
[Amendment #76, August 04, 2010]
8. To give walking, cycling and public transit priority in the Central Area:
- a. Before the five-year review of this Plan, the City will undertake and implement a multi-jurisdictional transportation strategy for the Central Area, including traffic measures in residential areas and a pedestrian circulation plan to designate pedestrian corridors and create predominately at-grade pedestrian links between different parts of the Central Area and leisure, shopping, employment and transit facilities;
  - b. The Transportation Master Plan will include provisions for a transportation system that reduces the use of automobiles and encourages the use of walking, cycling and public transit as the principal means of access to and mobility within the Central Area, particularly between east and west of the Canal;
  - c. The City will, working with other levels of government, remove Rideau Street and King Edward Avenue from the City's identified truck route system upon the completion of a new inter provincial corridor to accommodate trucks; [Amendment #76, August 04, 2010]
  - d. Pedestrian movements will occur primarily at grade along public streets. Above- and below-grade pedestrian connections will be limited to strategic locations that ensure the prominence of at-grade movement and that:
    - i. Link changes in grade due to topographical features or physical barriers,
    - ii. Provide direct and identifiable access to rapid-transit stations and major public short-term parking facilities,
    - iii. Provide mid-block connections to pedestrian corridors, where practical.
9. The City will ensure that parking and loading facilities address the unique role of the Central Area and contribute to an enjoyable, safe and secure pedestrian environment by:
- a. Facilitating, possibly with partners, the provision of moderately-priced, short-term parking and loading facilities to serve the retail and commercial sectors and the tourism industry and limiting the provision of long-term parking that would be attractive to commuters;
  - b. Discouraging the provision of temporary surface parking lots on vacant sites, and requiring new temporary surface parking lots within the Central Area to obtain a rezoning to assess their impact on the pedestrian environment, particularly abutting pedestrian corridors or theme streets. Theme streets are predominantly linear shopping streets with associated additional land uses, a unique physical character and a unifying theme. Where temporary surface parking is permitted by a rezoning, the City will require that the visual appearance of such parking areas is enhanced and screened through the use of substantial vegetation, while ensuring adequate public safety;
  - c. Requiring all permanent parking required by or associated with new development to be located within a parking structure above or below grade;
  - d. Reclaiming the public right-of-way, where it is encroached upon by existing surface parking lots, for tree planting and landscaping; [Amendment #24, May 25, 2005]
  - e. Implementing this parking policy, subject to the following design criteria, when reviewing development proposals:
    - i. Where such parking is provided above-grade within a structure, the exterior design of the development, particularly the lower levels, shall contribute to an enjoyable street



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- environment by creating visual interest through the use of architectural detail, materials, and/or texture, and by respecting the character of nearby buildings,
- ii. The interior design of parking areas shall maximize safety and minimize potential crime or vandalism through such measures as the provision of appropriate lighting, visibility, and security features,
  - iii. For mixed-use developments containing residential units, parking areas should be dedicated for the exclusive use of residents and separated by design or distance from other parking areas or other uses except where parking facilities can be shared with these other uses so as to provide adequate, safe, secure and convenient parking for residential use.
10. ~~The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poot's Hill, are identified as Annex 12. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually mars the background silhouette view of the Parliament Buildings. [Amendment #69, November 26, 2008]~~
- ~~a. For each property in the viewshed, no zoning by-law amendment or minor variance shall be permitted that would obstruct the view.~~
  - ~~b. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view. [Amendment #69, November 26, 2008]~~
10. Within the Central Area, Zoning By-law amendments for new drive-through facilities will not be permitted in the Official Plan at locations where they would interfere with the intended function and form of the Central Area designation. Proposals for new drive-through facilities within the Central Area designation will be subject to concurrent applications for a Zoning By-law amendment and site plan approval. Such applications will only be considered for approval in circumstances where: the location, design, and function of the drive-through facility, including the associated queues, maintains the intent of the Official Plan and any applicable ~~S~~Secondary ~~P~~Plan; does not change the continuity and character of the existing streetscape; considers the impact on the pedestrian and/or cycling orientation of the land use designation; and, where pedestrian movement into and through the site can be maintained. Additional matters to be addressed may include: the nature of surrounding uses; the character of the area and theme of the street as set out in any applicable ~~S~~Secondary ~~P~~Plan; proximity to heritage resources; and opportunities for the integration of the drive-through facility with other uses within the area. [Amendment #84, April 16, 2010]

### 3.6.7 – Major Urban Facilities

[Amendment #28, July 13, 2005]

Certain types of uses, while constituting a legitimate and essential component of the community, share characteristics that require special land-use considerations. These uses are considered appropriate in only a limited number of urban designations. The types of uses that fall within this category include:

- Hospitals;
- Universities and community colleges;
- Major sports, recreational and cultural facilities of a scale similar to Lansdowne Park, Lynx Stadium, ~~Scotia Bank Place~~ The Canadian Tire Centre, the Canada Science and Technology Museum and Ben Franklin Place; [OMB decision #2649, September 21, 2006]
- Major shopping centres (over 50,000 square metres gross leaseable area).

These Major Urban Facilities are typically distinguished by a number of unique characteristics. They usually service the entire city or large parts of it, and may even draw from beyond the boundaries of Ottawa. Large numbers of people require convenient access to these facilities. Some exert a concentrated demand on the transportation, water and wastewater systems that may peak at particular "event" times, while others operate more or less continuously over a 24-hour period. They typically require and occupy large sites that may represent a significant source and supply of open space in the

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city. All have the potential to exert varying degrees of impact upon neighbouring residential areas. Occasionally, there may be merit in combining these uses with other complementary ancillary uses on the same site in recognition of the potential for achieving mutually supportive relationships with other parts of the community.

Due to the scale of Major Urban Facilities and the potential impact that they may have on adjoining areas, the City will ensure that they develop in a form that is compatible with and in a manner that respects their neighbours. Further, there may be benefits to the community as a whole through the provision of a wider range of complementary or ancillary uses on sites of some Major Urban Facilities. Examples of some relationships that could prove to be mutually supportive include such things as an independent research laboratory on a university campus or the addition of residential uses to a major shopping centre. The City will consider supporting such requests on an individual basis.

#### **Policies**

1. Major Urban Facilities are not shown on the schedules of this Plan, but will be permitted by amendment to the ~~z~~Zoning ~~b~~By-law within the following designations:
  - a. General Urban Area;
  - b. Central Area;
  - c. ~~Mixed-Use~~ Mixed Use Centre;
  - d. Arterial Mainstreet.
2. This Plan does not support the location of Major Urban Facilities in a rural designation. Any application to amend this section of the Plan to permit such a use in the rural area will be evaluated on the basis of:
  - a. Evidence that a suitable site for the proposed use is not available within the urban area;
  - b. A transportation impact study;
  - c. A study to indicate how water and wastewater services will be provided and to address:
    - i. The definition of the Public Service Area boundary and the terms of provision of service,
    - ii. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs;
  - d. An identification and assessment of the potential impacts of the Major Urban Facility upon adjacent land uses and how these impacts will be addressed;
  - e. Where the proposed Major Urban Facility is proposed to be located within the Agricultural Resource Area, evidence:
    - i. That there are no reasonable alternative locations available in the rural area, and
    - ii. That there are no reasonable alternative locations in the Agricultural Resource Area with lower priority agricultural lands;
3. Notwithstanding the above policies requiring that Major Urban Facilities locate in the urban area, in order to facilitate the development of the Central Canada Exhibition on the property known municipally as 4980 Albion Road (being part of Lot 25, Concession 3, Rideau Front), "exhibition" and "fairgrounds" are also permitted in addition to those uses permitted in the General Rural Area designation, at this location.
4. Notwithstanding the above policies requiring Major Urban Facilities to locate in the urban area, in order to recognize the Rideau Carleton Raceway and Slots facility, located on lands legally described as part of the South Half of Lot 24, Concession 4, Rideau Front, Gloucester, being Parts 5 and 11 on Plan 4R-15731; Parts of lots 23 and 24, Concession 4, Rideau Front, Gloucester, being Part 2 on Plan 4R-15731; and consolidation of various properties: Part of lot 24, Concession 4, Rideau Front, Gloucester, Being parts 3, 4, 6, and 7 on Plan 4R-15731, an exhibition grounds for the viewing of horse racing, gaming premises as defined in the *Gaming Control Act* and related uses are also permitted in addition to those uses permitted in the General Rural Area designation, in this location; [Amendment #12, September 8, 2004].
5. New Major Urban Facilities will:

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- a. Be located at a rapid-transit station ~~located on the Priority Transit Network shown on Schedule D or on a Transit Priority Corridor~~; and; [Amendment #76, August 04, 2010]
- b. Have direct access to an arterial road.
6. Major Urban Facilities will be established by an amendment to the ~~z~~Zoning ~~b~~By-law. In considering such an amendment, or when considering an application to expand an existing facility, the City:
  - a. Will require the completion of a transportation impact study;
  - b. Will assess the proposal in light of Section 2.5.1 and Section 4.11;
  - c. May require the completion of an image analysis of the site, particularly where the proposal is located within the Central Area or in situations where the proposal is to be of medium or high profile. The image analysis will:
    - i. Establish the contextual relationship of the proposed development in relation to adjacent buildings, streets and natural or built areas in both a written and 3-dimensional visual format by showing how the proposed development will fit into the existing context,
    - ii. Document the perceptions of the existing physical environment as held by interested stakeholders, including the community,
    - iii. Demonstrate that new development will not jeopardize the integrity of features such as heritage buildings or environmental resources,
    - iv. Recommend appropriate built form solutions that will enhance the context in which the proposal will be built.
7. The City recognizes the importance of the services provided by universities and colleges, their need for continued growth, and their contribution to the city's economy. The City will work with these institutions to find creative solutions that will provide the flexibility to respond to their changing program, service, research, ownership, partnership, funding and market opportunities.
8. In considering an amendment to the ~~z~~Zoning ~~b~~By-law or other planning applications to establish a new or expand an existing Major Urban Facility, the City will determine:
  - a. Minimum/maximum site area requirements;
  - b. Maximum density, building height and setback requirements;
  - c. The provision of adequate on-site parking;
  - d. Traffic circulation patterns, including pedestrian, cyclist, transit and vehicles;
  - e. The adequacy of existing water, waste water and stormwater services;
  - f. The provision of landscaping and buffering;
  - g. How the provisions of Section 4.3 regarding development at transit stations have been met.
9. The City will identify the implications of the long-term expansion needs of a Major Urban Facility with respect to the matters in policy 8 above and will ensure that the means to address and mitigate the impacts of the Major Urban Facility on the surrounding community and natural features are taken into account.
10. In considering an amendment to the ~~z~~Zoning ~~b~~By-law to permit ancillary uses to be established on the same site as Major Urban Facilities, the City will require that:
  - a. The ancillary uses are secondary to and supportive of the primary use;
  - b. The addition of ancillary uses does not result in a scale or character of development that is incompatible with adjacent residential uses.
11. A major shopping centre is defined as a shopping and commercial service facility having more than 50,000 square metres of gross leasable area and that includes:
  - a. A group of retail and commercial service establishments that is planned and managed as an operating unit;
  - b. Retail concentrations in multiple ownership planned as a unit and which may include free-standing buildings and other forms of development. Approval of a master site plan that addresses matters in common such as orientation to the street, circulation, access and egress and parking will be required.
- ~~12. With the exception of Carlingwood Shopping Centre, major shopping centres will only be permitted on sites located at existing or future stations in the rapid-transit network, where the station is incorporated into the design of the site.~~

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12. Consistent with Section 2.5.1 and Section 4.11, where major shopping centres are created through redevelopment of existing retail sites, the new development will be encouraged to locate close to the street, provide multiple and direct retail frontages onto sidewalks, and reconfigure parking to occupy the interior of the property. [Amendment #28, July 13, 2005]
13. Unless otherwise stated in a secondary plan or existing zoning, the maximum building height for Major Urban Facilities is the greater of:
  - a. the maximum height permitted in the underlying land use designation; or
  - b. nine storeys, providing transition to adjacent low-rise residential areas in accordance with Section 4.11.

## **3.7 – Rural Designations**

### **3.7.1 – Villages**

There are 26 Villages, scattered throughout the city's rural area, identified on Schedule A. These Villages will continue to vary in size and character. Villages play a significant historical role: they typically developed at the junctions of major roads and railways where they could efficiently provide retail, educational and other services to the surrounding rural communities. Development in villages traditionally occurred on smaller lots serviced by private wells and septic systems. Today a number of the villages support development on full or partial municipal services.

Many of the larger villages that have historically functioned as service centres for the surrounding rural areas will continue to do so. In these villages, the City will encourage the delivery of municipal and community programmes and facilities, the development of residential uses in a variety of forms and modest employment opportunities, in the form of commercial, tourism and small-scale industrial development. Preservation of these villages and their traditional functions is critical to the continued vitality of the rural area. Large and medium scaled villages contain the majority of new housing in the rural area. Development in smaller villages may continue to develop to grow at modest levels.

### **Policies**

#### **Locations and Distribution of Villages**

1. Villages are designated on Schedule A with the intent of permitting a variety of land uses to provide for the daily needs of the rural community and to ensure that they remain distinctly rural in character and scale.
2. Villages vary in size and function and have different needs with respect to land-use plans. [OPA 76, OMB File # PL100206, November 25, 2011]
3. Changes to Village boundaries will be considered in the context of Section 2.2.1 of this plan. [OPA 76, OMB File # PL100206, November 25, 2011]

#### **Plans for Villages**

4. The intensity and distribution of land uses within a village will be determined in the context of:
  - a. Any plan for the village contained in Volume 2, or a community design plan where such a plan has been undertaken;
  - b. The ability to support development on private water and wastewater services or on public municipal services where such exist.
5. The City will undertake a review of village plans on a five year basis that includes:
  - a. an analysis of changes in the previous five years;
  - b. a review of any existing secondary plan or community design plan for the village;
  - c. at least one public meeting to consider needs and challenges;
  - d. a report to Council on the village and any required policy initiatives. [OPA 76, OMB File # PL100206, November 25, 2011]
6. Community design plans for village will be consistent with Section 2.5.6 of this Plan. First and foremost, the participants will develop a vision for the village and identify the qualities and

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characteristics of the village that should be preserved while recognising that other aspects may change. [OPA 76, OMB File # PL100206, November 25, 2011]

#### **Permitted Uses in Villages**

7. Permitted uses will include: residential and retail and commercial service facilities of up to 10,000 square metres gross leaseable floor area, restaurants, offices and personal service establishments light industrial uses, institutional uses such as schools, community meeting and recreational buildings and facilities, places of worship, and public open space. [Amendment 12, September 8, 2004; [Amendment #28, July 13, 2005] [Amendment #76, August 04, 2010]
8. The Zoning By-law will establish zones that are consistent with the distribution of uses provided for in the Village plans found in Volume 2. The Zoning By-law will also support development that reinforces the historical character of Village core areas and mainstreets by permitting a mix of land uses, encouraging a pedestrian-friendly streetscape and regulating the scale of development. [Amendment #28, July 13, 2005] [Amendment #76, August 04, 2010]
9. Industrial uses with characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in a village, but will be directed to an appropriate urban location or General Rural Area. [Amendment #76, August 04, 2010]

#### **Building Liveable Communities**

10. A wide range of housing forms to meet the needs of the village's population will be permitted in villages. The form and scale of development will be limited by the available servicing methods and subject to the policies of Section 4.4 on water and wastewater servicing. Where new lots are proposed for residential purposes that rely upon private services, the minimum lot size shall be 0.4 ha. [Amendment #14, September 8, 2004] [Amendment #76, August 04, 2010]
11. The City will encourage the achievement of affordable housing targets in villages, as defined in Section 2.5.2, to the extent that servicing methods allow for a variety of housing forms. [Amendment #76, August 04, 2010]
12. When reviewing development applications, the City will consider:
  - a. The relevant provisions of the village secondary plan or community design plan;
  - b. Those matters addressed in Section 2.5.1 and Section 4.11 related to compatibility and community design; [Amendment #28, July 13, 2005];
  - c. For development in the core area or mainstreet, how the development or use impacts the viability of these areas and enhances the typical mixture of residential, community and commercial uses;
  - d. Whether the proposed development is located on a road with sufficient capacity to accommodate the anticipated traffic generated;
  - e. How the development supports a pedestrian and cycling environment and links the site to the surrounding neighbourhood;
  - f. How the application of good design is used to ameliorate the effects of a higher intensity use of land on the surrounding uses;
  - g. The extent to which greenspace targets in Section 2.5.4 are met;
  - h. In the case of retail, commercial proposals:
    - i. The extent to which community-serving uses will be provided as part of the development,
    - ii. The orientation of multiple building entrances and storefront windows to the street,
    - iii. The use of minimal or no building setbacks from the street and location of parking to the side or rear of the building,
    - iv. The feasibility of achieving development of more than one storey. Where the predominant form of development is two storeys or more, single-storey development will be discouraged;
  - i. In the case of uses requiring large land areas for outdoor storage, sale or service of goods, other than uses that do not operate year-round and can be considered a common component of



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- a permitted use, such as a garden centre in association with a retail use: [Amendment 28, July 13, 2005]
- i. Such uses are only located on an arterial road but not located in identified core area or mainstreet locations,
  - ii. Most of the site's street frontage is occupied by buildings,
  - iii. The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate means;
  - j. The demand that the use will raise to extend Public Service Areas or expand capacity in public water and wastewater services; and
  - k. Any other applicable policies found within the Official Plan related to development review. [Amendment #76, August 04, 2010]
13. Consistent with village rural character, drive-through facilities and principal use parking lots will not generally be permitted in Village Core areas. However, there may be exceptional circumstances where these uses may be located in a Village Core through concurrent applications for zoning by-law amendment and site plan control approval where the intent of the policies for the Village designation and all other policies in the Plan can otherwise be maintained. Under these circumstances, surface parking and drive-through facilities will not be permitted between the building and the street. When reviewing such applications to permit a drive-through facility or principal use parking lot, consideration must be given to the dimension, location and number of vehicular accesses, and appropriate means such as coordinated landscaping, tree planting and pedestrian amenities must be provided to minimize the interruption of the Village Core streetscape. The location of driveways and queuing lanes will also be considered with regard to minimizing impacts on adjacent uses, and fencing and landscape buffers abutting property lines will be used to address impacts on adjacent uses. Consideration will be given to the siting and design of buildings or structures and the location of driveways and queuing lanes when a drive-through facility or principal use parking lot is proposed in a heritage context.
14. The design of parking areas that are accessory to a permitted use in a Village Core that are subject to site plan control approval will be reviewed according to the same design considerations as a principal use parking lot in policy 3.7.1.13. [Amendment #101, July 17, 2012] [Amendment #76, August 04, 2010]

### 3.7.2 – General Rural Area

The General Rural Area contains a variety of land uses, such as farms, rural housing, wood lots and forests, small industries, golf courses, and in many places, small existing clusters of residential subdivisions and severances and commercial development. The intent of this designation is to accommodate a variety of land uses that are appropriate for a rural location and a limited amount of residential development where such that development will not preclude or restrict continued agricultural and other rural non-residential uses.

#### Policies

##### Purpose

1. General Rural Areas are designated on Schedule A with the intent to provide:
  - a. A location for agriculture and for those non-agricultural uses that, due to their land requirements or the nature of their operation, would not be more appropriately located within urban or Village locations;
  - b. For a limited amount of residential development by severance and other rural and tourist service uses that do not conflict with a) above.

##### Environmental Impact Statement

2. Development proposals within the General Rural Area may impact on natural heritage features that are not designated in this Plan. Development and site alteration as defined in Section 4.7.8 will not be permitted for :

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- a. Any development permitted under the policies of this ~~p~~Plan within the feature;
  - b. Any development permitted under the policies of this ~~p~~Plan within 120 metres of the boundary of a natural heritage feature;
- unless an Environment Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features within the area or their ecological functions. The requirements of the Environmental Impact Statement may vary, as described in Section 4.7.8. [Amendment #76, Ministerial Modification #36, August 17, 2011]
3. Section 5 of this ~~p~~Plan identifies those circumstances under which the City will acquire land in the General Rural Area designation when requested to do so by the landowner. [Amendment #76, OMB File # PL100206, April 26, 2012]

#### **Permitted Uses**

4. The following uses will be permitted within the General Rural Area without requiring a ~~z~~Zoning ~~b~~By-law amendment:
  - a. Agricultural uses, forestry and conservation, and natural resource management activities;
  - b. Residential uses on existing lots of record and on new lots created by severance as provided for by this Plan;
  - c. Animal boarding, breeding, and training facilities, including stables;
  - d. Bed and breakfast establishments;
  - e. Open space;
  - f. Cemeteries. [Amendment #76, August 04, 2010]
5. A ~~z~~Zoning ~~b~~By-law amendment will be required where any of the following uses are proposed in General Rural Areas ~~or by country lot subdivision as provided for in policy 7 below:~~
  - a. New industrial and commercial uses, such as farm equipment and supply centres, machine and truck repair shops, building products yards, landscape contractors, and nurseries;
  - b. 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 transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs;
  - c. New recreational commercial and non-profit uses, such as golf courses, driving ranges, mini putt operations, campgrounds, outdoor theme parks, sportsfields or similar uses that do not constitute Major Urban Facilities as described in Section 3.6.7; [Amendment #76, August 04, 2010]
  - d. New sand and gravel pits and underground mining for any mineral resources, subject to Section 3.7.4;
  - e. Other new non-residential uses that would not be better located within a Village and which are in keeping with the rural character or those uses that meet the needs of the travelling public, such as a restaurant, gas station, motel, retail of up to 1,000 square metres gross leaseable area, or similar use; [Amendment 28, July 13, 2005]
  - f. New institutional uses such as places of worship and schools should ideally be located within a Village but may be considered in close proximity to a Village where Village land is insufficient or inappropriate. The expansion of existing institutional uses will be evaluated on their merits and by those matters included in policy 6 below; [Amendment #76, August 04, 2010]
  - g. ~~Grandparented c~~Country lot subdivision as provided for in policy 8 below. [Amendment #76, August 04, 2010]
6. When considering an application to amend the ~~z~~Zoning ~~b~~By-law to permit a new use identified in policy 5 of this subsection, the following matters must be considered: [Amendment #76, August 04, 2010]
  - a. The use would not be better located in a ~~v~~village or the urban area;
  - b. If the use is to be located on a local road, it must be demonstrated that the volume and pattern of traffic flow anticipated from the development will not interfere with the proper functioning of the local road network;

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- c. The privacy of adjacent landowners or the amelioration of potential adverse impacts from lighting, noise, odour, dust or traffic can be achieved by separating the land uses, buffering or other measures as part of the development;
- d. The potential for reducing possible impacts on neighbouring agricultural uses or nearby rural residential ~~uses~~ or ~~v~~village communities, where relevant;
- e. The development is in keeping with the surrounding rural character and landscape;
- f. All those requirements of Sections 2 and 4 related to transportation, servicing, design and compatibility and environmental protection;
- g. Noxious uses will only be considered where suitable screening and buffering can be provided and generally these uses will not be considered in locations within groundwater recharge areas or immediately adjacent to residential areas, Scenic-Entry Routes, or waterfront areas;
- h. The impact that the development will have on the protection of tree cover and local wildlife movement, as result of proposed site clearing and grading, fencing, security lighting, and other similar site plan matters.

#### **Subdivisions**

- 7. When creating more than three lots for rural industrial or highway commercial purposes, development will be by plan of subdivision in accordance with the following criteria:
  - a. Development will be subject to site plan control and particular attention will be given to physical design including signage, buffering, landscaping and fencing of the sites;
  - b. All of the applicable requirements of Section 4 will be satisfied. [Amendment #76, August 04, 2010]
- 8. Residential subdivisions are not permitted except in the following circumstances:
  - a. Applications lodged prior to December 31<sup>st</sup> 2009; or
  - b. New applications on the land identified by Parcel Identification Numbers 04446-1995, 04446-0636, 04446-1670, 04438-0313 and 04438-0314.

These applications will be assessed by the policies of this Section that were in force and effect on the 26<sup>th</sup> of November 2013 save and except for policies 8(d), 11 and 12 to the contrary.

~~Country lot subdivisions will be considered within the General Rural Area designation subject to the following criteria. The extent to which any of these apply will be determined through pre-consultation with the applicant:~~

- ~~a. All development will conform with the requirements from Section 4 of this Plan, including, but not limited to, protection of vegetative cover, water and wastewater services, erosion prevention and so on;~~
- ~~b. All development will be evaluated within the context of any existing subwatershed studies or groundwater studies approved by the City;~~
- ~~c. The minimum lot size shall be 0.8 ha but studies may indicate the requirement for larger lots; [Amendment #76, Ministerial Modification #37, August 04, 2010]~~
- ~~d. Subdivisions may not impede the ability of Village and urban areas to expand over the planning period, and; may not be located within 1 kilometre of an approved urban and Village boundary; Notwithstanding the foregoing, a plan of subdivision is permitted on lands municipally known as 1175 Manotick Station Road. [Amendment #85, May 26, 2010]~~
- ~~e. Subdivisions will not create conflicts with non-residential uses that need to locate in the rural area, and the proposed location of country lots will be evaluated relative to:
  - i. Agricultural operations and Agricultural Resource Area designations in the context of the Minimum Distance Separation guidelines;
  - ii. Mineral operations and Mineral Resource Area designations;
  - iii. Adjacent non-residential uses such as rural industrial subdivisions, whose expansion potential may be impeded by the presence of residential uses;
  - iv. Avoiding locations at existing or planned interchanges with Highways 7, 416 and 417 which will be better suited to non-residential uses in the long term;~~
- ~~f. Subdivisions will develop where there is the least impact on municipal operations, and:~~

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- i. ~~May not have direct access to an arterial road where there is the possibility of accessing a local road;~~
- ii. ~~May not locate where their construction will require the City to pave or upgrade an existing road;~~
- iii. ~~May not require the construction of a new public road on an unopened road allowance;~~
- g. ~~Subdivisions will be planned on the basis of assessments of sufficient detail to ensure the long-term quality and quantity of the groundwater:~~
  - i. ~~Development will not be permitted where studies prepared by the City indicate that the aquifer is considered to be of high vulnerability to contamination (e.g. areas of very thin overburden);~~
  - ii. ~~All development will be on the basis of a hydrogeology study and a terrain analysis in accordance with Section 4.4;~~
  - iii. ~~Information from the hydrogeology study and terrain analysis will be enhanced through the evaluation for the performance of private systems in the vicinity and in the same sort of geology, including drawing from the same aquifer, as the proponent;~~
- h. ~~Notwithstanding policies 6, c and d, the properties known as 800 and 848 Cedarview Road and 4497 O'Keefe Court, located abutting the urban boundary, can be developed as a Country Lot Subdivision (with a golf course component), with one (1) acres lot sizes, with a larger number of lots than 40, subject to appropriate studies and municipal approvals. [Amendment #57, November 28, 2007]~~

**Conservation Subdivisions**

- 9. ~~Conservation subdivisions are intended to reduce the footprint of residential development while at the same time conserving existing areas of the natural environment and open space, preserving rural character and enhancing ecological linkages and networks. To achieve these environmental goals the City may consider subdivisions with lots that are smaller than 0.8 ha, as required by Policy 8(c) above, and provided the following requirements are met:~~
  - a. ~~The lots are part of a subdivision that contains a component of the natural heritage system or a feature of the landscape of the rural area, which is to be preserved and zoned accordingly;~~
  - b. ~~The development has an average lot size of not less than 0.8 ha per dwelling unit when averaged over all of the land in the development, including the lot that contains the conservation feature;~~
    - a. ~~The development satisfies the policies for country lot subdivisions except for policy 8c.~~
    - b. ~~Where the conservation feature is part of the natural heritage system, an Environmental Impact Statement is required in accordance with Policy 2 above.~~
    - c. ~~The City may require a management plan that identifies who is responsible for the ongoing maintenance of the conservation feature and ensures that mitigation measures are implemented. The City may secure such arrangements by an agreement, covenant or other similar mechanism.~~
    - d. ~~The City will monitor these subdivisions and may alter or remove this policy if it does not achieve the desired results. [Amendment #76, August 19, 2011]~~
- 10. ~~The City will monitor the residential development activity in the rural area on an annual basis to determine if Villages are remaining as the primary focus of rural development. Based on the assessment, City Council may revisit these policies for country lot subdivisions.~~

**Moratorium on Country Lot Development**

- 11. ~~Notwithstanding policies 7, 8 and 9 permitting the creation of country lot subdivisions and conservation subdivisions, a moratorium is placed on the creation of any new ones, which moratorium shall end at the earlier of five years from the date of adoption of this Plan or the coming into force of an official plan amendment that removes this moratorium and reinstates the existing policies or replaces them with new policies. Any changes will be based on a critical review of country lot subdivision policies and in particular the proposal to cluster country lot subdivisions and will examine, but not be limited to:~~

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- a. The impact on existing villages;
  - b. The potential impact on groundwater;
  - c. The development potential in these clusters;
  - d. The implications for the demand for communal services;
  - e. The costs to taxpayers;
  - f. The impact on rural character. [OPA 76, OMB File # PL100206, November 25, 2011]
- Notwithstanding the foregoing, a plan of subdivision is permitted on lands municipally known as 1175 Manotick Station Road. [Amendment #85, May 26, 2010]
12. To be consistent with the Provincial Policy Statement the critical review referred to in policy 11 shall also take into consideration that New Country Lot Subdivisions must be limited in scale, both in the context of the amount of development in the Rural Area as a whole and in the context of specific proposals for individual sites. [OPA 76, OMB File # PL100206, Ministerial Modification # 38, November 25, 2011]

**Severances**

9. The severance of a single up to two lots for residential purposes will be permitted, subject to the following criteria:
- a. Only one A maximum of two lots will be created from any lot in existence at the date of adoption of this Plan and no May 14<sup>th</sup>, 2003. No further severance will be permitted from either the a severed lot or retained land; [Amendment #76, August 17, 2011]
  - b. The retained land will have a minimum area of 10 hectares;
  - c. The severed lots will not be less than 0.8 hectares in area; however, a larger minimum lot size may be required in some areas to ensure no adverse effects on the quality or quantity of ground water and the safe operation of wastewater disposal systems;
  - d. The proposed lot does not have access to Provincial highways;
  - e. Where the lot has frontage on both an arterial road and a collector or local road, the proposed lot should not front on the arterial road;
  - f. The creation of any new lot must also conform to the Minimum Distance Separation as amended from time to time. In this instance, the separation distance is intended to reduced the likelihood of adverse impacts from new residential development on the operation of existing adjacent farm operations in either the General Rural or Agricultural Resource designations; [Ministerial Modification 18, November 10, 2003]
  - g. The lot will not impact on land designated Limestone Bedrock Resource Area, and will respect the separation distances from land designated Sand and Gravel Resource Area as required by Section 3.7.4, policy policies 9 and 10 except as provided for in Section 3.7.4 policy 1413; [Amendment # 58, December 07, 2007] [Amendment #76, August 17, 2011]
  - h. The house and private services are located in an area that will minimize the removal of mature vegetation.
10. Notwithstanding policy 139b above where the a lot being severed is located within a registered plan of subdivision may be severed to create two lots where:
- a. The minimum size for the severed and retained parcels will be 0.8ha; and
  - b. The applicant must demonstrates that both the severed and the retained lots can be adequately serviced;
  - c. The subdivision lot was in existence prior to May 13, 2003 and has not been altered in size or shape; and
  - d. The When reviewing the severance application the City is satisfied that will consider those matters, related to the consideration of subdivisions, identified in policy 8 above have been addressed. [Amendment #76, August 19, 2011]

**Development near Village and Urban Boundaries**

11. Development proposals within 1 kilometre of a Village and/or urban boundary will be reviewed with respect to lot size, type of use and other characteristics, to ensure that they do not adversely limit potential expansion of the boundary at that location or create a long-term demand for the extension



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of municipal services. [Amendment #76, August 04, 2010] ~~Notwithstanding the foregoing, a plan of subdivision is permitted on lands municipally known as 1175 Manotick Station Road. [Amendment #85, May 26, 2010]~~

#### Restriction of Normal Farm Practice

12. Nothing in this plan is intended or may be applied to restrict a normal farm practice carried on as a part of an agricultural operation on lands designated Agricultural Resource Area in accordance with the *Farming and Food Production Protection Act*, as amended from time to time. [Amendment # 58, December 07, 2007]
13. All new farm and non-farm development, including severances, will comply with the Minimum Distance Separation (MDS) formulae, as amended from time to time, as described in policies 12 and 13 of Section 3.7.3. Agricultural uses must respect the requirements of policy 2 in Section 3.7.3 Agricultural Resource Area, regarding provisions for the establishment and operation of farms. [Amendment #76, August 19, 2011]

#### Infill in Historical Settlements [Amendment #76, August 04, 2010]

14. Limited residential and non-residential infill, including the severance of lots, will be permitted within small historical settlements, which typically comprise clusters of housing and in some cases, non-residential and institutional uses, and exist at a number of crossroads and other locations. Some of these settlements are identified by names but do not include rural residential subdivisions typified by large residential lots (0.8 hectares or larger). The boundaries of these clusters will be defined in the ~~z~~Zoning By-law and in making this determination the City will be guided by the extent of existing development.
15. Notwithstanding the provisions of policy ~~13~~ 9 above, the minimum lot size shall be in keeping with adjacent lots or the requirements of the Ministry of Environment to support private services. [Amendment #76, August 04, 2010]
16. Lot creation that has the effect of extending development beyond the boundaries of existing development as defined in the ~~z~~Zoning ~~b~~By-law will not be permitted.
17. Any rezoning to permit a new non-residential use within an area defined in policy 18 will be considered in light of the criteria of policy 6 above. [Amendment #76, August 04, 2010]

#### Infill Outside of Historical Settlements

18. Limited residential infill through the severance of lots, will be considered in areas meeting the following criteria:
  - a. The proposed severance has road frontage on a paved and maintained public road; and
  - b. The proposed severance is opposite residential lots with frontage on the same road; and
  - c. ~~The proposed severance is a vacant lot to be created is~~ between two existing dwellings that are situated on the same side of the road and are not more than 250 metres apart; and
  - d. The lot(s) created, including the retained parcel ~~should be of a similar size to the existing surrounding lots, but must be at least 0.8 ha in size.~~ [Amendment #76, August 19, 2011]
19. In reference to policy ~~22~~ 18, no more than two lots will be created from any lot in existence on 13 May 2003, or from a lot that was approved by Council under its ~~grandfathering~~parenting policies after that date. In addition, no further severances will be permitted from either the severed lots or retained lot. [Amendment #76, Ministerial Modification #39, August 19, 2011.]

#### Exceptions

20. Despite the provisions in this ~~official p~~Plan, on lands 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 by-law permitting this use until Council has considered, but not limited to the following; [Amendment #76, August 04, 2010]
  - a. the satisfactory provision of communal sewage and water systems; and
  - i. a satisfactory traffic impact study. [OMB decision #253, February 9, 2005]

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21. Notwithstanding policies ~~7c, 7d and 7e~~ 8c, 8d, and 8e, the properties known as 800 and 848 Cedarview Road and 4497 O'Keefe Court, located abutting the urban boundary, can be developed as a Country Lot Subdivision (with a golf course component), with one (1) acre lot sizes, with a larger number of lots than 40, subject to appropriate studies and municipal approvals. [Amendment #57, November 28, 2007] [Amendment #76, August 04, 2010]

### **3.7.3 – Agricultural Resources**

Farmland is an important land use in Ottawa, occupying about 40 per cent of the municipality's rural lands. Located on these extensive areas of good soil – totalling more than 120,000 hectares – is a mixture of cash crop and livestock farms producing agricultural products with a value in ~~2004~~ 2011 of over \$200 ~~450~~ million. The approximately ~~1,125~~ 1300 farmsteads in Ottawa also create economic activity for related businesses, such as agricultural supplies, equipment stores and processing plants for farm products.

In order to protect this resource for future generations, the City will protect prime agricultural areas from loss of lands to other uses. This protection entails policies that strictly limit permitted land uses and lot creation on all lands identified as Agricultural Resource Areas. These lands are shown on Schedules A and B. Their identification is based on the Ottawa-Carleton Land Evaluation and Area Review (LEAR) evaluation system. The LEAR system uses four factors to determine the agricultural potential of land:

- Soil capability for agriculture (large areas predominantly of soils of Classes 1, 2 and 3);
- Land use (existing use of individual properties);
- Parcel size (flexibility of parcel size to accommodate different farm activities);
- The presence of conflicting land uses in the area (e.g., adjacent to Villages or residential uses).

Farm operators need to be assured that their investment in and commitment to agricultural production will not be adversely affected by conflicting land uses. For example, non-farm residences in agricultural areas may create problems for farmers, such as unleashed dogs, increased traffic volumes that conflict with slow-moving farm machinery, and uncontrolled growth of noxious weeds. Conversely, non-farm households may find farm odours and noises objectionable. While the City recognizes that there is a right to farm on farmlands, certain types of agricultural operations will be subject to a greater degree of regulation due to their potential impact on neighbours and the natural environment. [Amendment # 58, December 07, 2007]

Within Agricultural Resource Areas, clusters of non-farm houses occur at crossroads and other locations. Some of these small hamlet-like collections of residences are identified with place names such as Leonard, Bear Brook, Dalmeny, Baxters Corner and Woodlawn. They often have histories dating back to the 19th century or earlier when they originated to serve the needs of the rural population, providing not only housing but also services like a post office, school house or small cheese factory. In other locations these clusters of lots are of more recent origin and consist only of residential uses. In the future, growth in these clusters will be limited to new development on existing lots of record only. [Amendment #76, OMB File #PL100206, Ministerial Modification #40, November 25, 2011]

#### **Policies**

1. Lands designated Agricultural Resource are shown on Schedules A and B with the intent of:
  - a. Protecting major areas of agricultural and other lands suitable for agriculture from loss to other uses;
  - b. Ensuring that uses, which would result in conflicts with agricultural operations, are not established in productive farming areas.

It is recognized that mineral aggregate resources exist outside of the boundaries Bedrock Resource and Sand and Gravel resource areas as shown on Schedules A and B. There is no implied restriction to new extraction operations establishing elsewhere in the City subject to the following policies.

#### **Permitted Uses**

2. The primary use of land in Agricultural Resource Areas will be agriculture. Additional permitted uses are forestry and those activities related to the conservation or management of the natural environment. Farm uses should respect the provincial Guide to Agricultural Land Use, and applicable provincial regulations governing farm operations. [Ministerial Modification 20, November 10, 2003] [Amendment #76, August 04, 2010]
3. Residential uses will be permitted either in the form of farm housing or as a detached dwelling on a lot fronting on an existing public road. Accommodation for farm help is also permitted. It may be located on the same lot as the farmhouse and should preferably take the form of a mobile home that can be removed once the farm help is no longer required. If more than one farm-help dwelling is required, the second and subsequent dwelling(s) must be mobile homes. Alternatively, the farm help may be permitted on a separate parcel but, in this case, must always take the form of a mobile home. To ensure that mobile homes for farm help are removed once they are no longer required, the farmer may be required to enter into an agreement with the City. Housing may be restricted in the case of the severance of a surplus dwelling as per policies 10 and 11. [Amendment 14, September 8, 2004] [Amendment # 58, December 07, 2007]

#### **Secondary Uses**

4. In addition to a house and accessory buildings, the City will permit further secondary uses and agriculture-related uses provided they are compatible with, and do not hinder, surrounding agricultural operations. These uses shall be limited in scale and include: [OPA 76, OMB File # PL100206, November 25, 2011]
  - a. Uses secondary to the principle use of the property including but not limited to; home-based businesses, home industries, and uses that produce value-added agricultural products from the farm operation on the property. [OPA 76, OMB File # PL100206, November 25, 2011]
  - b. Farm-related commercial and farm-related industrial uses that are small scale ~~and directly related to the farm operation~~ and are required to be in close proximity to and provide services to the farm operations in the area. These uses will require a rezoning and should be located on areas of poor soils wherever possible. [OPA 76, OMB File # PL100206, November 25, 2011]
  - c. Market Gardens that involve the small scale growing of produce such as fruits, vegetables and flowers as cash crops that are subsequently sold directly to consumers and restaurants. [OPA 76, OMB File # PL100206, Ministerial Modification #41, November 25, 2011]
5. Policies for generally permitted uses, such as secondary dwelling units, are found in Section 3.1. [OPA 76, OMB File # PL100206, November 25, 2011]

#### **Wayside Pits and Quarries**

6. In the Agricultural Resource Areas, the City will permit pits, wayside pits and quarries and portable asphalt plants as interim uses. Rehabilitation of the site must be carried out so that substantially the same areas and same average soil quality for agricultural are restored. The policies of Section 3.7.4 on Mineral Resources will apply. [Amendment #76, August 04, 2010]

#### **Boundary Adjustment**

7. The City will permit lot adjustments in Agricultural Resource Areas 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. Subject to proper planning considerations, minor boundary adjustments may occur between farms, between a farm and a non-farm lot, or between two non-farm lots. [Amendment #58, December 07, 2007]

#### **Severances of a Surplus Dwelling due to Farm Consolidation** [Amendment #76, August 04, 2010]

8. Farm consolidation means the acquisition of additional farm parcels to be operated as one farm holding. A severance may be granted by the City for the creation of a new lot on which is located a

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dwelling and immediately adjacent farm buildings made surplus through farm consolidation. Where the property with the surplus house is abutting the main farm property, the recommended method of separation of the surplus house from the land is the use of a boundary line adjustment between the two properties as this avoids the creation of a new lot.

9. Where an application to sever a surplus dwelling is made, for lands that abut the main farm or not, the City will require the following:
  - a. To avoid land speculation, applications for severance will be considered after the purchase of the lands to be consolidated by the farm operator, or where a legally binding offer of purchase is demonstrated;
  - b. The vacant agricultural parcel so created be rezoned to prohibit any residential use and no subsequent rezoning to allow a new dwelling unit will be permitted. This housing restriction is intended to limit a pattern of lot creation in Agricultural Resource Areas that would see a new residence being constructed on a vacant farm property, the house being declared surplus and severed from a lot and the pattern so repeated. [Amendment #58, December 07, 2007]
  - c. The severed lot be of a size that minimizes the loss of agricultural land. [Amendment #58, December 07, 2007] [Amendment #76, August 04, 2010]

#### **Severances for Agriculture-related uses in Areas of Poor Soils**

10. The severance of lots for small-scale farm-related industrial and farm-related commercial uses, ~~and market gardens~~ described in policy 4b ~~and 4c~~ above, will be permitted in areas of poor soils where all of the following criteria are met: [Amendment #76, August 04, 2010] [Ministerial Modification #43, December 24, 2009]
  - a. A site-specific zoning by-law amendment permits the use. A rezoning will be required as a condition of consent where the use is not permitted at the time of severance;
  - b. The soils have a capability rating for agriculture predominantly of Class 4 or poorer as determined from the soils maps of Ottawa as shown in Ontario Institute of Pedology, The Soils of the Regional Municipality of Ottawa-Carleton Excluding the Ottawa Urban Fringe – Report 58 and the Soils, Capability and Land Use in the Ottawa Urban Fringe – Report 47, as amended;
  - c. The land is part of an identified poor pocket of at least 10 hectares in area and is identified on soil maps of Ottawa as shown in Ontario Institute of Pedology, The Soils of the Regional Municipality of Ottawa-Carleton Excluding the Urban Fringe – Report 58 and the Soils, Capability and Land Use in the Ottawa Urban Fringe – Report 47, as amended;
  - d. The land is not being used or capable of being used as part of an adjacent agricultural operation;
  - e. The lot has frontage on a public road;
  - f. The land is sufficiently wooded with trees so that development can be buffered from adjacent farm operations. Where sufficient tree cover does not exist, tree planting will be required as a condition of development;
  - g. The new lot will be limited to a minimum size needed to accommodate the use. [Ministerial Modification #22, November 10, 2003] [Amendment #58, December 07, 2007]

#### **Severance of a New Farm Holding**

11. The City will permit the severance of a lot creating a new farm holding that will be used exclusively as an agricultural operation. The lot proposed to be created and the remaining parent parcel must both be of sizes that are sufficiently large to maintain flexibility for future changes in the type and size of agricultural use. In this regard, the minimum lot size will be approximately 36 hectares for each of the severed and retained parcels. [Ministerial Modification #44, December 24, 2009] [Amendment #76, August 04, 2010]

#### **Minimum Distance Separation**

12. All new farm and non-farm development, including severances, will comply with the Minimum Distance Separation (MDS) formulae, as amended from time to time, except in the case of:

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- a. the development of an existing lot of record that falls almost all or completely within a calculated MDS I separation distance from a neighbouring livestock facility; or
  - b. the creation of a new lot containing an existing dwelling and that dwelling falls partially or completely within a calculated MDS I separation distance from an existing livestock facility on a neighbouring parcel of land. [Amendment #76, August 04, 2010]
13. The City may consider a variance to the Minimum Distance Separation MDS II required for new or expanding livestock operations on a case-by-case basis where the intent if not the precise separation distance of the MDS II formula is achieved. The Circumstances in which a variance may be considered apply to the expansion or replacement of existing structures and:
- a. the variance aids in the reduction of potential odour conflicts; or
  - b. the variance allows for the mitigation of other environmental impacts (e.g. water quality, flood plain issues, adjacent natural heritage features); or
  - c. the variance is to a lot line or road allowance and allows the MDS setback requirements from a neighbour's dwelling or other type of land use to be achieved. [Amendment #76, August 04, 2010]

**Restriction of Normal Farm Practice**

14. Nothing in this plan is intended or may be applied to restrict a normal farm practice carried on as a part of an agricultural operation on lands designated Agricultural Resource Area in accordance with the *Farming and Food Production Protection Act*, as amended from time to time.

**Site Specific Policies**

15. Notwithstanding policies above regarding permitted uses in Agricultural Resource Areas, a self-storage warehouse will be permitted on the property known municipally as 2775 Moodie Drive. [Amendment 75, April 08, 2009]
16. Notwithstanding policies above regarding permitted uses in Agricultural Resource Areas and policies in this section regarding new lot creation, the severance of a 0.8 hectare lot and development of an institutional use at 2761 Moodie Drive will be permitted. [Amendment 34, September 14, 2005] [Amendment #76, August 04, 2010]
17. Notwithstanding policies above regarding permitted uses in Agricultural Resource Areas, a self-storage warehouse will be permitted on the property known municipally as 2775 Moodie Drive. [Amendment 75, April 08, 2009]
18. Notwithstanding policies 8 and 9 above regarding the severance of a Surplus Dwelling in Agricultural Resource Areas, the severance of 1886 O'Toole Road may be permitted provided that the retained lot consists of the significant woodlot and the existing dwelling and a restrictive covenant is provided to the City at no cost providing for the preservation of the woodlot. The severed lot containing the vacant agricultural land is to be rezoned to prohibit a new dwelling in accordance with policy 9b above.

**3.7.4 – Mineral Aggregate Resources**

The major mineral aggregate resources in Ottawa are limestone bedrock, sand and gravel. Aggregate resources are used to build and repair houses, schools, shopping centres, factories, roads, sewers, and water pipes. They may be used in a relatively natural state for fill or as a road base, or they may be processed into materials for the construction industry, such as concrete, asphalt, or brick. In addition, aggregates can be recovered during demolition, processed and recycled into new aggregate products such as asphalt or concrete. In many cases these recycled aggregate products offer a suitable alternative to primary aggregates while also reducing the need for new aggregates.

Mineral Aggregates are a non-renewable resource that the City will steward for future generations. Lands identified designated as Sand and Gravel Resource Area and or Limestone Bedrock Resource Area have deposits of aggregates that may be viably extracted may be available because they are:

- Of a good quality and quantity;



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- Located sufficiently close to local markets;
- Situated in relation to existing residential development such that they can be extracted with minimal impacts on most residential land uses.

Since hauling costs are a significant component of the final price of aggregates, protecting resources close to local markets will help to ensure the availability of the resource mineral aggregate products at reasonable lower prices. Keeping hauling distances short will also minimize the environmental and community impacts of this traffic. Care must be taken to ensure that the environmental and social impact of mineral resource extraction is minimized. To this end, extractive operations must maintain good operating standards as well as have a viable rehabilitation plan.

Existing licensed extraction sites make up much of the future supply of aggregate. The City will protect their continued operation and expansion by preventing any new development in their vicinity that would preclude or hinder aggregate extraction.

In Ottawa, sand and gravel pits are generally smaller-scale and shorter-term operations than limestone bedrock quarries. They do not involve drilling, blasting or rock crushing and therefore pits do not need to be as widely separated from incompatible uses as quarries. Sand and gravel pits are permitted in the Sand and Gravel Resource, the Limestone Bedrock Resource, and the General Rural and the Agricultural Resource Areas. Whenever reference is made to permitting mineral aggregate extraction elsewhere in this Plan, Section 3.7.4 will apply.

~~A deposit of high-grade silica sand has been identified in the former City of Kanata (Lot 20, Concession 3). Silica is a mineral used in the manufacture of glass and artificial abrasives and in foundries and smelters. Silica is also used in the production of skid-resistant asphalt. At present, the need to designate the particular deposit in Ottawa is not clearly established. Nevertheless, any proposed development that would preclude the possibility of future extraction of the deposit will be reviewed before deciding whether or not development should proceed. [Ministerial Modification #24, November 10, 2003] [Amendment #76, OMB File # PL100206, July 21, 2011.]~~

### **Policies**

1. Sand and Gravel and Limestone Bedrock Resource Areas are designated on Schedules A and B with the intent to:
  - a. Protect non-renewable mineral aggregate resources, located close to markets, for future use;
  - b. Protect mineral aggregate resource and aggregate operations from incompatible activities;
  - c. Minimize negative effects on communities and the environmental disruptions from mineral aggregate extraction activities and additional related uses.

There is no implied restriction to applications for mineral aggregate operations outside of the areas defined as Sand and Gravel Resource Area or Bedrock Resource Area.
2. Although an adequate supply of mineral aggregate resources has been identified in the Plan, Council recognizes that the City's growth rate may result in pressures to identify and protect additional areas of mineral aggregate potential, including sand and gravel resources. As such, Council will commit to establishing a stakeholder consultation group comprised jointly of industry and community representatives to assist in identifying resource areas throughout the municipality to ensure their protection for long-term use. It is Council's intent that mineral aggregate resource areas will be reviewed and updated in advance of the next comprehensive review of this Plan.

### **Permitted Uses in Sand and Gravel Resource Area**

3. The City will permit the operation of sand and gravel pits and wayside pits as the main land uses for those lands identified as Sand and Gravel Resource Areas subject to the provisions of the *Aggregate Resources Act*. Additional related uses are also permitted, such as portable asphalt plants, concrete

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batching plants and other uses associated with sand and gravel extraction operations may also be permitted. Existing or new farming, forestry, small-scale open-air recreational uses and conservation and natural resource management activities are permitted provided they do not create difficulties for the future extraction of mineral aggregates from any lands in the designation. Temporary non-residential uses and recycling uses may be permitted if they can be demonstrated not to preclude or otherwise hinder the site unusable for future mineral aggregate extraction. All of these non-aggregate related uses will only be permitted if any issues of public health, public safety and environmental impact are addressed to the City's satisfaction. [Amendment #76, August 04, 2010]

4. In recognition of existing lots of record, the City will permit the construction of a detached dwelling and accessory buildings subject to the following conditions:
  - a. The lot fronts on a public road;
  - b. The lot was created under the *Planning Act* prior to July 9, 1997;
  - c. The use is shown as permitted in the ~~z~~Zoning ~~b~~By-law;
  - d. All requirements for private servicing requirements are met;
  - e. New development will be sited on existing lots in order to minimize the impact upon future extraction of mineral aggregate resources.

#### Permitted Land Uses in the Limestone Bedrock Resource Areas

5. In addition to the uses allowed in Sand and Gravel Resource Areas, in Limestone Bedrock Resource Areas, the following uses are also permitted: quarries, ~~wayside quarries subject to policy 12 in Section 3.1,~~ and underground mining. ~~Additional related uses Secondary uses directly related to the extraction operation are also allowed, such as a portable asphalt plants, or concrete batching plants and other uses associated with quarrying operations may also be permitted.~~
6. The use of space created by underground mining for storage of non-hazardous substances is permitted, subject, among any other requirements, to satisfying any concerns of the City relating to waste disposal and to the provision of water, wastewater treatment and transportation.

#### Zoning of Pits and Quarries

7. 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 extractive use in the City's ~~z~~Zoning ~~b~~By-law. This applies whether the pit or quarry is located in a Sand and Gravel Resource, Limestone Bedrock Resource, Agricultural Resource, General Rural or other designation. All or part of properties with a licensed pit or quarry may also be zoned for aggregate-related uses, such as asphalt and concrete batching plants. As stated in Section 3.1, wayside extraction of aggregates, portable asphalt plants and temporary concrete batching plants used on public authority contracts will however be permitted without the need for a rezoning. Wayside pits and quarries will be subject to the *Aggregate Resources Act* and as such the public consultation process and the rehabilitation of the site must be carried out in conformity with the provisions of that Act.
8. The City will require that all lands in the Sand and Gravel Resource or Limestone Bedrock Resource Areas not presently licensed for a pit or quarry be zoned in the City's ~~z~~Zoning ~~b~~By-law so that it is clear that extraction of mineral aggregate use may occur on these lands. Prior to the establishment of any new pit or quarry, the City ~~requires~~ will require that the lands be rezoned to specifically permit the mineral aggregate extraction use and other related uses. The rezoning requirement and policy 9 below apply to wholly new proposed pits or quarries or proposed expansions to existing ones. In certain circumstances, there may exist lands already zoned and licensed for a pit or quarry but none is yet in operation or not in operation on all portions of a property.
9. ~~The City requires the completion of an Environmental Impact Statement as per Section 4.7.8 prior to making a decision on any application for rezoning or commenting on a licensing request to establish a new or expanded pit or quarry that may potentially affect the significant features or ecological functions of the environmental designations shown on Schedule A.~~

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#### Establishing or Expanding New Pits or Quarries

8. ~~Any new pit or quarry will be licensed and operate in accordance with the *Aggregate Resources Act*, which is administered by the Ministry of Natural Resources. As part of a complete application, studies and the site plans required under the *Aggregate Resources Act* will also be required by the City.~~ are reviewed to ensure that the effects on the natural environment and other resources and existing development are fully considered prior to the Ministry approving a license for the establishment of new or expanded pit or quarry and the City approving any required zoning modifications. The areas of influence generally are 500 metres around quarries, 150 metres for pits above the water table, and 300 metres for pits below the water table, and the proposed haul route. The required studies, as are determined to be appropriate considering the type of extraction proposed, will may include those identified in the *Aggregate Resources Act* and will be defined in a pre-consultation process. Studies may include those described elsewhere in this Plan as well as, but are not necessarily limited to additional information on: ~~provide information on:~~ [Ministerial Modification 25, November 10, 2003]
- Anticipated noise, dust and vibration levels that illustrate that the Ministry of Environment guidelines and criteria will be satisfied;
  - Rationale for proposed haul routes, expected traffic volumes and entrance/exit design to show that the road system and neighbourhoods can safely and efficiently accommodate the proposed truck traffic. This may include provision for upgrading of local City roadways leading to an arterial road and on-going maintenance requirements along such routes so long as the pit or quarry is in operation;
  - Impact on neighbours from noise, dust, vibration, truck traffic, etc., due to the duration of the extraction operation in hours per day and number of days per week;
  - The elevation of the groundwater table on and surrounding the site;
  - Any proposed water diversion, water taking, storage and drainage facilities on the site and points of discharge to surface waters. An impact assessment will address the potential effects on the following features on or adjacent to the site, where applicable:
    - Water wells,
    - Springs,
    - Groundwater,
    - Surface watercourses and bodies;
    - Wetlands, woodlands, and fish and wildlife habitat;
    - Water balance;
    - The cumulative effects of two or more bedrock quarries with 1 km of each other.
  - Adjacent and nearby land uses and an assessment of the compatibility of the proposed development with existing land uses. This includes possible completion of an Environmental Impact Statement as referenced in Section 4.7.8;
  - If within an Agricultural Resource Area on Schedule A, the agricultural classification of the proposed site and the proposed agricultural rehabilitation techniques if the site is Class 1, 2 or 3 soils and extraction is not below the water table;
  - The proposed after-use and rehabilitation plan; and
  - Mitigation measures that may be necessary to address the potential impacts of the operation.

#### Development Restriction on Adjacent Lands

9. ~~Limited types of n~~New development may will not be approved within 500 metres of a Limestone Bedrock Resource Area or within 300 metres of a Sand and Gravel Resource Area, ~~provided unless~~ it can be demonstrated that such development ~~does~~ will not conflict with future mineral aggregate extraction. Examples of conflicting land uses are new sensitive land uses that conflict with mineral aggregate extraction. These include but are not necessarily limited to:
- the creation of new lots;
  - rezoning to permit dwellings or lodging places (motels, camp grounds, nursing homes, etc.); and
  - farming or small-scale business uses where animals, equipment or employees are affected by pit or quarry activities.

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that will not be considered include the creation of new lots or rezoning to permit dwellings or lodging places (motels, camp grounds, nursing homes, etc.) and farming or small-scale business uses where animals, equipment or employees are affected by pit or quarry activities. Where applicable, the policies for the construction of a detached dwelling on an existing lot of record will continue to apply as per Section 5.3. [Ministerial Modification 26, November 10, 2003] [Amendment #76, August 04, 2010]

10. Where there is an existing licensed pit or quarry, development may be approved within the area of potential impact, referenced in policy 10, where an impact assessment study is completed and demonstrates that the mineral aggregate operation, including future expansion in depth or extent, will not be affected by the development. The Ministry of Natural Resources will be consulted in review of the impact assessment study. [Ministerial Modification 27, November 10, 2003]
11. Where the City approves the development of land in accordance with policies 10 and 11 above, the City may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.
10. 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.
11. The Ministry of Natural Resources will be consulted in review of studies necessary.
12. Where the City approves the development of land in accordance with the policies above, the City may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.

#### Lot Severance Policies

13. The City will permit the creation of new lots in the Sand and Gravel and Limestone Bedrock Resource Areas and on land within the influence areas, identified in Policy 10, where the following criteria are met:
  - a. The intention is to sever a lot for a house existing as of July 9, 1997; and
  - b. The vacant parcel that remains within the Sand and Gravel Resource Area, the Limestone Bedrock Resource Area or within an influence area identified in Policy 10, is rezoned to prohibit the construction of a new residential building; and
  - c. Where the severance is within an influence area identified in Policy 10 it must also be permitted by and be consistent with the policies of the underlying designation of the land. [Amendment #76, August 04, 2010]

#### Rehabilitation and New Use of Depleted Sites / Sites Not Suitable for Exploitation

14. Where the sand, gravel or limestone aggregate resources of a property have been fully extracted, the property may be used for other purposes. Similarly, if a technical study demonstrates that the aggregate resources of a site are not suitable for exploitation, then alternative land uses may be permitted pursuant to policy 15 and 16 below. The City will not require the proponent to amend the Official Plan; instead the Plan will be amended to accurately reflect the new use at the time of the next comprehensive Official Plan update or through a general Official Plan amendment. However, in either scenario, the City requires that ; [Ministerial Modification 45, December 24, 2009]
  - a. A person qualified to assess the condition of the aggregate resources and to provide an impact assessment shall undertake the technical study. The technical study must demonstrate that the resource has been fully extracted from the lands or that it is not suitable for exploitation. The impact assessment component will demonstrate that the proposed use will not limit the possibility of mineral aggregate extraction from other adjacent lands including the future expansion in depth or extent of any licensed pit or quarry;
  - b. Any license applying to the land has been surrendered or modified so as not to apply to the land and it can be demonstrated that the land has been suitably rehabilitated to permit the development.

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- c. ~~Any issues of public health, public safety and environment impact are addressed. This may necessitate the submission of other supporting information such as, geotechnical and groundwater studies.~~
  - d. ~~The City may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and any mineral aggregate area/operation. [Amendment #76, August 04, 2010]~~
14. 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. Under this circumstance the City will not require the proponent to amend the Official Plan; instead the Plan will be amended to accurately reflect the new use at the time of the next comprehensive Official Plan update or through a general Official Plan amendment.

#### **Sites Not Suitable for Exploitation**

15. Where lands are designated Sand and Gravel Resource Area or Bedrock Resource Area and alternative uses are proposed through amendment to the Official Plan or Zoning By-law the following will be required as part of a complete application:
- a. A technical study demonstrating that the Sand and Gravel or Bedrock Resource Area for which the area has been designated is not suitable for exploitation. This study will be prepared by a person qualified to assess the condition and marketability of mineral aggregate resources and to provide an assessment of aggregate resources shall undertake the technical study.
  - b. A planning justification demonstrating 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 extent of any current or future licensed pit or quarry, issues of public 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.
16. The City will impose conditions to ensure the development provides adequate buffering, mitigation measures and/or separation between the proposed new uses and any mineral aggregate area/operation in addition to warning clauses on title as described in Section 4.8.7
17. In Sand and Gravel Resource Areas where it is shown that resources are depleted or not suitable for exploitation, the property may be used for purposes listed in Section 3.7.3 or additional new uses as follows: [Ministerial Modification 28, November 10, 2003]
- a. If the lands are predominantly surrounded by an Agriculture Resource designation, the uses identified in Section 3.7.3 for Agricultural Resource Areas may be permitted. Where a pit licence has been surrendered and the pit was located on prime agricultural lands, the site will be rehabilitated for productive agricultural use except where extraction has occurred below the water table; or if the lands are predominantly surrounded by designations other than Agricultural Resource, the uses in Section 3.7.2 for the General Rural Area, including farming, may be permitted;
  - b. In all cases, a rezoning to an appropriate zone will be required;
18. In ~~Limestone~~ Bedrock Resource Areas where it is shown that resources are depleted or not suitable for exploitation, the property may be used for purposes listed in Section 3.7.3. Other new uses, except residential, are permitted, subject to Section 3.7.2. A rezoning to an appropriate zone will require that: [Ministerial Modification 29, November 10, 2003]
- a. The proposed use will not limit the possibility of mineral aggregate extraction from other lands designated Sand and Gravel Resource Area or ~~Limestone~~ Bedrock Resource Area,
  - b. Issues of public health, public safety and environmental impact are addressed to the satisfaction of the City.

#### **Silica Sand**

19. ~~Notwithstanding the General Rural Area designation, the City will seek the advice of the Ministry of Northern Development and Mines, the Ministry of Natural Resources and other appropriate agencies~~



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when reviewing any development applications affecting land in or within 450 metres of Lot 20, Concession 3, in the former City of Kanata as shown on Schedule A, to determine whether or not the proposal should be permitted having regard to the importance of the silica sand deposit on the property compared to other deposits in eastern Ontario. [Ministerial Modification 30, November 10, 2003] [Amendment 14, September 8, 2004] [Amendment #76, August 04, 2010]

#### Dunrobin Road Setback

19. The City will require a minimum 150 metre buffer between Dunrobin Road and any extraction activity, for the **Limestone Bedrock** Resource Area designated in Concession 3, Lots 22 and 23, former City of Kanata.

#### Site Specific Policies

20. Notwithstanding policy 40 9 above, City Council may consider an application for a country lot subdivision deemed to be complete by December, 2008 on parts of lot 14 and 15 Concession IX Goulbourn that are within 500 m of a designated **Limestone Bedrock** Resource Area, subject to studies that include hydrogeology, blast design and impact, and noise that demonstrate that:
  - a. The opportunity to extract the **limestone bedrock** resource in the future will not be restricted by the proposed development;
  - b. The design of the proposed development mitigates the anticipated impacts of noise, vibration, and dust to an appropriate level;
  - c. The quality and quantity of groundwater on the site proposed for development will not be compromised by future extraction activities. [OMB decision #1582, June 17, 2005] [Amendment #76, August 04, 2010]

### 3.7.5 – Carp Road Corridor Rural Employment Area [Amendment 7, June 9, 2004]

Due to its strategic location and accessibility (anchored by the Highway 417 interchange in the south and the Carp Airport in the north), the Carp Road Corridor Rural Employment Area offers a unique and diverse range of employment and industrial opportunities. This is evident with the presence of a full range of industry sectors, which includes, but is not limited to, manufacturing, mining (aggregates), retail trade, construction, agriculture, transportation as well as personal, professional and business services. Also, new industries such as high technology businesses, environmental services, some value-added processing, wood and metal fabrication, and other activities choosing to relocate in rural employment areas will add to the diversification of both the urban and rural economies. The Carp Road Corridor provides opportunities for attracting industries that favour large amounts of land and the openness of a more rural site.

The Carp Road Corridor Rural Employment Area plays an important role in the development and well-being of the local economy. The diversity and the ability to attract a wide variety of industries has been one of the strengths of the Corridor. In order to remain successful in the future, this area must maintain the ability to allow for a diverse range of industrial uses while developing an appealing environment for those new industries willing to expand or relocate.

#### Policies

1. The Carp Road Corridor Rural Employment Area is designated on Schedule A with the intent to reserve the land for rural industrial and commercial uses.
2. New development applications will conform to the policies in the **C**ommunity **D**esign **P**lan.
3. The **C**ommunity **D**esign **P**lan for the Carp Road Corridor shall provide direction to the **Z**oning **B**y-law for future land uses.
4. New industrial development will generally be by way of plans of subdivision/business parks. [Amendment #7, June 9, 2004]

### 3.8 – Solid Waste Disposal Sites

Operating and non-operating Solid 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 in regards to enacted consents for private waste disposal facilities. The City's criteria in granting consents for these facilities include an assessment of the impact on waste types and quantities, landfill capacity in Ottawa and consistency with the City's integrated Waste Management Master Plan. [Amendment #76, August 04, 2010]

Human health and safety may be affected within the area of influence of an operating or non-operating solid waste disposal site. The most significant contaminant discharges and visual problems normally occur within 500 metres of the perimeter of the fill area. The actual area of influence will vary for every waste disposal site. [Amendment #76, August 04, 2010]

#### **Policies**

1. Operating Solid Waste Disposal Sites are designated on Schedules A and B in order to recognize their function and their potential impact on surrounding land uses. [Amendment #76, August 04, 2010]
2. The City will require an official plan amendment for the establishment of any new Solid Waste Disposal Site. The City will evaluate applications based on the following:
  - a. The proponent has completed an Environmental Assessment or an Environmental screening Report under the *Environmental Assessment Act* considering such items as the:
    - i. Rationale for the undertaking,
    - ii. Potential impact on the City's commitment to waste reduction, reuse and recycling,
    - iii. Potential community, public health, transportation, environmental, visual, financial and land use impact of the facility,
    - iv. Use of mitigation measures, such as buffers and setbacks, to address potential land-use conflicts,
    - v. Potential impacts and mitigation measures related to air traffic,
    - vi. Potential impacts and mitigation measures related to roads and haul routes to the facility;
    - vii. Environmental monitoring of the facility,
    - viii. The end use of the facility;
  - b. Compliance with a Terms of Reference for the Environmental Assessment, as approved by the Minister of the Environment under the *Environment Assessment Act*; or in the case of a project using the Environmental Screening Process, the submission of a Notice of Completion to the Ministry of the Environment.
  - c. Does not duplicate the requirements of the *Environmental Assessment Act*. [Amendment #76, August 04, 2010]
3. The Zoning By-law will restrict the location of Solid Waste Disposal facilities to specific sites. [Amendment #76, August 04, 2010]
4. Expansion of operating solid waste disposal sites will require a zoning by-law amendment. The City will consider the amendment based on the criteria listed in policy 2 above. [Amendment #76, August 04, 2010]

#### **Development adjacent to solid waste disposal sites**

5. Land within 500m of an operating or non-operating solid waste disposal site boundary is considered to be the influence area of the site. However, where the City or the owner of the site, has determined through an Environmental Assessment, Hydrogeological analysis or similar study that significant

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- ground, surface or ~~airborne-bourn~~ impacts occur at a distance greater than 500m the greater distance will establish the influence area. [OPA 76, OMB File # PL100206, November 25, 2011]
6. Proponents for any development that requires planning approval on land within the influence area of an operating or non-operating solid waste disposal site, will undertake a study, in consultation with the owner/operator of the disposal site, to demonstrate that the solid waste disposal site will not have unacceptable any adverse effects on the proposed development and will not pose any risks to human health and safety. Particular attention will be required for those proposals that will accommodate people or include animal husbandry or food production. Where an operating solid waste disposal site is involved the City must be satisfied that the development will not impact the continuing operation of a solid waste disposal site (e.g., a use that would have the potential of impacting the water table). [OPA 76, OMB File # PL100206, November 25, 2011]
  7. The study must be undertaken by a qualified professional and must also conform to the policies of Section 4.8.4 on contaminated sites. The study will be consistent with provincial regulations and address the presence and impact of the following: contamination by leachates, surface runoff, ground settlement, visual impact, dust, noise, soil contamination and hazardous waste, and landfill-generated gases. Particular attention shall be given to odour and the production and migration of methane gas. [OPA 76, OMB File # PL100206, November 25, 2011]
  8. Notwithstanding the requirement for a study in policy 6 above the following compatible uses may not require a study: utilities, waste-processing facilities, above-grade transportation routes, forestry activities, and gravel pits, quarries and other mining activities, provided that the solid waste disposal site water table is not affected and excavations will not result in landfill gas migration or removal of a visual screen buffering of the landfill from the public view. [OPA 76, OMB File # PL100206, November 25, 2011]
  9. Notwithstanding policies 6, 7 & 8 above no new land use will be permitted within 30 metres of:
    - a. the licensed perimeter of an operating site or
    - b. the 'fill area' of a non-operating solid waste disposal site. For the purpose of this policy the 'fill area' means the area of a waste disposal site that was set aside for land filling or dumping. [OPA 76, OMB File # PL100206, November 25, 2011]

**Reuse of non-operating sites**

10. No reuse of a non-operating solid waste disposal site may occur within 25 years of closure, unless approved by the Minister of the Environment under the *Environmental Protection Act*. [OPA 76, OMB File # PL100206, November 25, 2011]

### **3.9 – 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.

**Policies**

1. Snow disposal facilities are not designated on the schedules of this Plan.
2. Existing snow disposal facilities will be recognised in the ~~z~~Zoning ~~b~~By-law. A new snow disposal facility will require an amendment to the ~~z~~Zoning ~~b~~By-law. New Snow Disposal Facilities will only be permitted in areas where it can be demonstrated that the impacts of trucking and any other negative impacts can be minimized and subject to a zoning by-law amendment.
3. Snow disposal facilities will not be permitted in Natural Environment Areas, Significant Wetlands, flood plains, unstable slopes, Rural Natural Features and Urban Natural Features. [Amendment #76, August 04, 2010]
4. The impacts of snow disposal facilities for existing or committed sites shall be mitigated through urban design and site plan control measures which include locating landscaping, road allowances,

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open space uses, utility installations, commercial uses, etc. in any intervening separation distance between the snow disposal facilities and a sensitive land use.

5. The appropriateness of new Snow Disposal Facilities, expansions to existing facilities, and existing facilities which have not been engineered for this purpose, will be evaluated on the basis of the following criteria:
  - a. Appropriate setbacks from residential uses and neighbouring properties in accordance with Ministry of Environment Guidelines for setbacks from residential uses and for recommended acceptable noise levels;
  - b. Safe and secure access which does not encourage truck traffic on local roads;
  - c. A grading and drainage plan that shows all melt water can be handled in an environmentally-acceptable fashion; and,
  - d. The preparation of a study that addresses:
    - i. Existing soil and water quality conditions to establish baseline levels of soil and water components,
    - ii. Presence of any contaminants and the potential for accumulation of any contaminants that could migrate or be made more dangerous as a result of the snow disposal facility,
    - iii. Proximity to drinking wells and impact on them,
    - iv. Soil stability,
    - v. Sub-surface drainage and impact on surrounding properties,
    - vi. Proximity to any open water courses and potential impacts on them,
    - vii. Noise and vibration,
    - viii. Aesthetics,
    - ix. Seagull control,
    - x. Air quality. [OMB decision #1474, May 17, 2006]
6. On an on-going basis, the City will monitor water quality and soil conditions in and surrounding existing and proposed Snow Disposal Facilities and implement measures to mitigate any impacts in these areas.

### **3.10 – Airports**

The City of Ottawa is home to three airports: the Macdonald-Cartier International Airport; Carp Airport; and Rockcliffe Airport.

The Ottawa Macdonald-Cartier International Airport is south-centrally located within the National Capital Greenbelt and, relative to other Canadian airports, enviably situated within 13 km of the city's central business district. As the city's sole full service commercial aviation airport it operates 24/7 to meet the needs of leisure and business travelers and the service and facility requirements of airlines and cargo carriers. The airport also supports a general aviation function in the north field that serves flight schools, private aviation activity, fixed base operators and businesses requiring access to the airfield system.

Airports at Carp and Rockcliffe are primarily used by general aviation. The Carp Airport operates to meet the needs of private aviators, flight schools and fixed base operators while the Rockcliffe Airport operates to support a flight school, private aviation activity and programs related to the Canada Aviation Museum. [Amendment #76, September 09, 2011]

#### **Policy**

1. The City recognizes the importance and contribution of the airports and air transportation services to the economy and to the community in general. The City will work with the Ottawa Macdonald-Cartier Airport Authority and other airport operators in the development of their land use and servicing plans to ensure sufficient flexibility is provided to respond to market changes in the demand for air travel and services, and to support the role of the airports in the local economy.

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### **3.10.1 – Ottawa Macdonald-Cartier International Airport**

The Ottawa Macdonald-Cartier International Airport is a significant economic and employment generator within the National Capital region and an important contributor to Ontario's economy. The airport links Ottawa to other major Canadian and American cities and serves as the National Capital's international gateway to the world, offering regular scheduled service to key air transportation hubs in the United Kingdom and Western Europe. The passenger terminal building, airfield system and surrounding lands within the total 1800 hectare airport premises are operated and managed by the Ottawa Macdonald-Cartier International Airport Authority under a long-term, 80-year, lease with Transport Canada. The Airport Authority is a Non-Share Capital Corporation that manages the airport on a 'not-for-profit' basis, reinvesting earnings in the improvement of passenger and aircraft facilities and services. For information purposes the lands leased by the Ottawa Macdonald-Cartier International Airport Authority within the urban area are shown on Schedule B M. Some additional leased parcels south of the airport are in the rural areas.

The diversity of aviation and business activity at the airport and on airport lands stabilizes the financial viability of airport operations through economic downturns and shocks to the aviation industry, and directly enhances the airport's role as a key economic multiplier within the City. The 'Ottawa Macdonald-Cartier International Airport' incorporates a wide range of land uses including a passenger terminal building, the airfield system, aviation support facilities, ground transportation infrastructure, government installations, environmental areas and commercial aviation and non-aviation employment sectors.

The Ottawa Macdonald-Cartier International Airport Authority has prepared an Airport Master Plan and a Transport Canada Approved Airport Land Use Plan for all of the land premises leased by the Authority. The primary objective of the Airport Master Plan and Transport Canada Approved Airport Land Use Plan is to provide strategic direction and planning focus for the future development of the airport, related operational and ancillary facilities, and airport lands. The Transport Canada Approved Airport Land Use Plan identifies the terminal area, existing and future operational areas, employment areas sectors, airport operational/terminal areas a Greenbelt linkage, government facilities, and environmental areas. Future development of employment uses will require the development of concept plans to:

- identify the type, density and location of land uses;
- incorporate the principles of the Airport Urban Design Plan;
- establish land use, environmental and design guidelines;
- set out an implementation strategy for the proposed development.

~~Ottawa Macdonald-Cartier International Airport is located within the National Capital Greenbelt and the National Interest Land Mass, which is defined as lands essential to the long term functioning and experience of the Capital.~~

~~[Amendment #76, OMB File # PL100206, September 27, 2011]~~

#### **Policies**

1. On land designated Ottawa Macdonald-Cartier International Airport on Schedule B, the following uses will be permitted:
  - a. Civilian or military airport with a broad range of aviation related uses including: a commercial civilian airport; a general aviation aerodrome; air cargo distribution centres; [Amendment #76, September 09, 2011]
  - b. Uses permitted in Employment Areas, as described in Section 3.6.5; [Amendment #14, September 8, 2004]
  - c. Hotels and related commercial uses.  
[Amendment #76, OMB File # PL100206, September 27, 2011]
2. Proposed commercial aviation/ non-aviation, industrial and employment uses, outside of the areas reserved for core aviation functions and environmental protection shall proceed on the basis of more detailed land-use plans prepared by the proponent in consultation with the City, the National Capital



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Commission and other airport stakeholders. Design guidelines and technical studies will also be required, as appropriate, prior to development. The land-use plans will be prepared in accordance with the framework established in Figure 2.5.6 of the Official Plan. Specific terms of reference will be developed for each plan to the satisfaction of the City of Ottawa. In turn the City will consult with impacted communities and interest groups as part of its input into the draft concepts for development. [Amendment #76, OMB File # PL100206, September 27, 2011]

3. Notwithstanding Policy 2 above, development proposals may be considered on a case- by-case basis in advance of the formulation of concept plans provided:
  - a. Site-specific issues and constraints are adequately addressed;
  - b. The uses are consistent with the direction provided in the Ottawa Macdonald-Cartier International Airport Land-Use Plan and the Greenbelt Master Plan.[Amendment #76, OMB File # PL100206, September 27, 2011]
4. For lands leased by the Airport Authority outside the Ottawa Macdonald-Cartier International Airport designation, any change in the designations will require an Official Plan amendment, that:
  - a. ~~Is supported by studies prepared by the Airport Authority in consultation with the City, the National Capital Commission and other airport stakeholders; or~~
  - b. ~~Implements land use changes recommended through the NCC Greenbelt Master Plan Review process.[Amendment #76, OMB File # PL100206, September 27, 2011]~~

### **3.10.2 – Carp Airport**

#### ***Policies***

The Carp Airport is a general aviation airport used by pilots and frequent users of aviation services, businesses with corporate plans and businesses that provide aviation products and services. Originally a military training airfield, Carp Airport was converted to civilian and some commercial aviation uses after the war and in 1997 it was transferred to municipal ownership.

The City supports the local employment and economic development role of the Carp Airport. In 2005, the City approved a master land use and servicing plan for Carp Airport that provided for protection and development of the core airport area, and development of aviation related land-use components that included an aerospace business park and an accessory residential fly-in community. [Amendment #76, August 04, 2010]

#### ***Policies***

1. The Carp Airport is designated on Schedule A with the intent of providing airport facilities that serve the general aviation needs in Ottawa. [Amendment #76, August 04, 2010]
2. The land uses permitted in the designation are aviation and other land uses associated with an airport including an aerospace business park and an accessory residential fly-in community consistent with the Carp Airport master land use and servicing plan. [Amendment #76, August 04, 2010]

### **3.11 – Urban Expansion Study Area**

The designation of Urban Expansion Study Area on Schedule B contributes to the provision of sufficient urban land to support the residential demands of the projected population to 2031. These lands will develop primarily for residential purposes, although minor, non-residential uses to meet the needs of a neighbourhood may also be located here. A comprehensive study will be required prior to bringing these lands into the urban area.

#### ***Policies***

1. Lands are designated on Schedule B as 'Urban Expansion Study Area' with the intent that these

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lands will be evaluated for development primarily for urban residential uses, once the policies of this section have been satisfied. An Official Plan amendment will be required to provide a General Urban Area designation. The amendment may also be required to implement infrastructure, environmental and open space provisions of plans approved for individual areas.

- ~~2. Prior to an Official Plan Amendment to designate lands for urban land uses, the City shall consider:~~
  - ~~a. whether the lands to be designated are required in order to maintain a 10-year supply of lands designated and available, for a full range of housing types through residential development and residential intensification;~~
  - ~~b. the status of the City's implementation strategy as set out in Section 2.2.2 Policies 11 and 12; and,~~
  - ~~c. the achievement of intensification targets in Section 2.2.2, Policy 5.~~
- ~~3. If the assessment in Policy 2 indicates the need for additional residential lands, the City shall commence the comprehensive study process, in accordance with the policies of this section~~
2. The type of study and development plan required to achieve the policies of this section will be agreed to in advance and may be a community design plan or a concept plan. Either process will require a comprehensive consultation process with the community to identify issues and potential solutions.
3. Where the development plan impacts multiple landowners, it is their responsibility to collaborate on the preparation of the plan and to agree on how parks, stormwater ponds and any other facilities will be located and costs shared. The City will require a landowners' agreement addressing these matters prior to the review of development applications.
4. Proponents of development will complete, to the satisfaction of the City, studies and a plan of sufficient detail to:
  - 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
  - b. Identify the natural heritage system on the site independent of the potential developable area. Typically an environmental management plan as described in Section 2.4.3 will be prepared where a subwatershed study does not exist or does not provide sufficient guidance to identify the environmental features on the site and their functions, which together constitute the natural heritage system. The components of this system are generally described in Section 2.4.2, with the exception that significant woodlands are to be further evaluated consistent with the Urban Natural Areas Environmental Evaluation Study. 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
  - c. Identify Recreational Pathways on the site; and
  - d. Evaluate the adequacy of community facilities existing or planned for the area in consultation with School Boards and other providers of community facilities;
  - e. Establish the mix and location of residential dwellings which, as a minimum, will constitute the following:
    - i. At least 45% per cent single detached but not more than 55% per cent single detached, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
    - ii. In Urban Expansion Study Area designations, overall residential development will meet a minimum average density target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses; and
  - f. Show how the plan will achieve other policies of this Official Plan including, but not limited to, affordable housing and design; and
  - g. Meet the requirements of Phase 1 and 2 of the *Environmental Assessment Act* where required.

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5. Proponents of development will prepare a Financial Implementation Plan and commit to providing:
  - a. The on-site and off-site servicing systems described above through development charges or at the expense of the developer; and
  - b. The natural heritage system as non-developable lands to be transferred to the City for \$1; and
  - c. The Recreational Pathways as identified in this Plan through development charges or at the expense of the developer.

[Amendment #76, Ministerial Modification # 46, OMB File # PL100206, September 07, 2011]

### **3.12 – Developing Community (Expansion Area)**

The designation of Developing Community (Expansion Area) on Schedule B and Urban Area on Schedule A contributes to the provision of sufficient urban land to support the residential demands of the projected population. These lands, none of which is very large, will develop primarily for residential purposes, although minor, non-residential uses to meet the needs of a neighbourhood may also be located here.

#### **Policies**

1. Lands designated on Schedule B as ‘Developing Community (Expansion Area)’ and ‘Urban Area’ on Schedule A contributes to the provision of sufficient urban land to support the residential demands of the projected population to 2031. The intent is that these lands will be developed primarily for urban residential uses, once the policies of this section have been satisfied.
2. The policies of this Section will be achieved through the preparation of a plan of subdivision.
3. Proponents of development will complete, to the satisfaction of the City, studies and a plan of sufficient detail to:
  - 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
  - b. Identify the natural heritage system on the site independent of the potential developable area. Typically an environmental management plan as described in Section 2.4.3 will be prepared where a subwatershed study does not exist or does not provide sufficient guidance to identify the environmental features on the site and their functions, which together constitute the natural heritage system. The components of this system are generally described in Section 2.4.2, with the exception that significant woodlands are to be further evaluated consistent with the Urban Natural Areas Environmental Evaluation Study. 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
  - c. Identify Recreational Pathways on the site;
  - d. Establish the mix and location of residential dwelling which, as a minimum, will constitute the following:
    - i. At least 45% per cent single detached but not more than 55% per cent single detached, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
    - ii. In Developing Community (Expansion Area) designations, overall residential development will meet a minimum average density target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses; and
  - e. Show how the plan will achieve other policies of this Official Plan including, but not limited to, affordable housing and design; and
  - f. Meet the requirements of Phase 1 and 2 of the *Environmental Assessment Act* where required.
4. Proponents of development will prepare a Financial Implementation Plan and commit to providing:

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- a. The on-site and off-site servicing systems described above through development charges or at the expense of the developer; and
  - b. The natural heritage system as non-developable lands to be transferred to the City for \$1; and
  - c. The Recreational Pathways as identified in this Plan through development charges or at the expense of the developer.
5. An amendment to this Plan will not be required to remove the designation of Developing Community (Expansion Area) and replace it with General Urban Area, but an amendment may be required to implement infrastructure and open space provisions of plans approved for individual areas. Development may proceed once the City is satisfied that the requirements of this section have been met and the City has approved the plan of subdivision.

[Amendment #76, Ministerial Modification # 46, OMB File # PL100206, September 07, 2011]

### **3.13 - Carp River Restoration Policy Area**

#### **Policies**

1. Lands in the vicinity of the Carp River between Hazeldean Road and a point north of Campeau Drive, are designated 'Carp River Restoration Policy Area' on Schedules A and B of this Plan. The Restoration Policy Area is an overlay over urban land-use designations. The extent of the flood plain lands to which the Carp River Restoration Policy Area applies will be determined by the consulting the implementing ~~z~~Zoning ~~b~~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. However, a number of conditions must be met before development is allowed to proceed:

#### **Conditions**

- a. The Minister of the Environment will have approved the Carp River, Poole Creek and Feedmill Creek Restoration Class EA;
  - b. The Kanata West Landowners Group, or the City, will have commenced the physical construction of Phase I of the Carp River restoration works;
  - c. Mississippi Valley Conservation Authority will have issued a permit under Section 28 of the *Conservation Authorities Act* for the placement and removal of fill in accordance with the Carp River Restoration Plan and the EA;
  - 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
  - e. At all times, the flood storage capacity of the corridor will be maintained at or above existing conditions.
2. Once all five conditions have been met, the ~~z~~Zoning ~~b~~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 ~~P~~policy 1 have been met. [Amendment #104, August 16, 2012]

## ***Review of Development Applications***

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### **Section 4 – Review of Development Applications**

This section outlines the policies the City of Ottawa uses to review development applications in order to meet the objectives contained in this Plan. The extent to which these requirements apply varies depending on the location, land-use designation and nature of the application. The appropriate policies and studies will be identified through pre-application consultation at the beginning of the design and review process.

Land development is the key source of growth and change in a municipality. A city can exert a strong influence over the nature and pace of land development by reviewing development applications and approving only those projects that respect the principles expressed in its official plan. The development application review process also provides an opportunity for the various agencies within the municipal administration to integrate their disparate concerns through their discussion of and comments on specific land development proposals. The review process also involves community stakeholders and the general public, who are invited to participate in community meetings or other consultation processes in order to bring their views concerning development applications to the municipality's attention.

As a result of this review process, a wide range of issues touching on the development are raised with the person putting forward the proposal (the proponent) and decisions are made as to the changes that will be made to the proposal in order to address the policies of the Official Plan and make the project acceptable to City Council. In many cases, the proponent will be required to undertake (and fund) studies designed to identify the likely impacts of the project on the social and natural environment.

The various policies, studies and assessments that the City requires are addressed as part of its review of development applications as described in this section. These requirements apply to a range of applications, generally being those made under the provisions of the *Planning Act*. They include, but are not limited to, the following categories:

#### **Proposed Land-Use Changes**

The following applications are made to change the existing or proposed use of an area or parcel of land permitted in an official plan or zoning by-law:

- Official plan amendment;
- Zoning by-law amendment;
- Non-conforming use application to Committee of Adjustment.

#### **Proposed Division of Land**

The following applications are made to divide land and create new lots:

- Plan of subdivision (including condominium approval);
- Severance (consent);
- Part lot control exemption.

#### **Proposed Site Development**

The following applications control design and what is built:

- Site plan;
- Minor variance;
- Public works.

In most situations, the development application applies to only one site-specific property. The affected lands may range in size from a single-dwelling residential lot to a redevelopment site in the downtown of



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the city or a vacant parcel of land of tens of hectares in area. A development application is usually submitted by one of three groups of applicants:

- Individual homeowner or landowner – e.g., a minor variance for a house addition or rural severance application;
- Developer or builder – e.g., a rezoning for a shopping plaza or an application for a new subdivision;
- Public agency – e.g., a site plan for a new school, city community centre or fire hall.

The nature of the development application and the location of the property to which it applies are the two main factors that determine which of the policies, studies and assessments have to be addressed in the application submission.

#### Policy

1. A planning rationale will be required as part of a complete application, except where identified in the Planning Rationale Terms of Reference. The focus and scope of the planning rationale will be determined at the time of pre-application consultation. The rationale shall demonstrate how the development proposal is consistent with the policies of this Plan and any secondary plan or community design plan for the area. The scope of the planning rationale will be determined at the time of pre-application consultation and based on the nature of the development.

### 4.1 – Site-Specific Policies and Secondary Policy Plans

There are a number of policies in the official plans or secondary plans of the former municipalities now making up the City of Ottawa that have been included in Volume 2. Volume 2 of this Plan contains secondary plans for Villages and urban areas, and includes site-specific policies adopted as amendments to the plan. These plans contain the more detailed policies needed for the orderly and planned development of larger areas or site-specific properties. The site-specific policies found in these plans address unique situations requiring policy direction for an area or neighbourhood. These policies complement the policies in this Plan and will provide more detailed policy directions for areas and neighbourhoods in the city. Annexes 4 and 5 show the areas that are subject to secondary plans, Village plans and site-specific policies. These plans can be more restrictive than this Plan but they must conform to the policies of this Plan. The plans in Volume 2 cannot permit uses that are not permitted in this Plan.

Prior to amalgamation of the new City, other plans such as neighbourhood plans, concept plans and design guidelines were prepared by the former municipalities. These plans are a rich source of information that the City will use as the basis for any future planning studies, including the preparation of community design plans.

#### Policyies

1. Secondary plans, Villages and urban areas plans and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. However, the secondary plans, Village plans and site-specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan. [Ministerial Modification #32, November 10, 2003]

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### 4.2 – Adjacent to Land-Use Designations

Some of the policies set out in Section 3 and Section 4 of the Plan apply to lands not only in the designation but also to adjacent lands. The table below summarizes the policies that apply to lands adjacent to land-use designations shown on Schedules A and B. [Amendment #76, August 04, 2010]

See Section	Policy for Adjacent Designation	Where Required
2.5.5 and 4.6.3.1	Site Plan approval may be required Cultural Heritage Impact Statement Required	Required for development including residential development of one or more dwellings on lots that abut the Rideau Canal UNESCO World Heritage Site [Amendment #76, OMB File # PL100206, July 21, 2011.]
3.1	Pre-consult with TransCanada Pipelines	For development that will be located within 200 metres of a TransCanada Pipeline right-of-way or within 750 metres of a TransCanada Pipeline compressor station. [Amendment #96, February 22, 2012]
3.2.1	Environmental Impact Statement required	For development within 120 metres of a Significant Wetland designated on Schedule A or B. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
3.2.2	Environmental Impact Statement required	Any proposed development within 120 metres of a Natural Environment Area designated on Schedule A or B. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
3.2.3	Environmental Impact Statement required	Within 30m of Urban Natural Feature designated on Schedule B. [Amendment #76, OMB File # PL100206, July 21, 2011.]
3.2.4	Environmental Impact Statement required	Any proposed development within 120 metres of a feature of the natural heritage system found within Rural Natural Feature. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
3.4	Cultural Heritage Impact Statement required [Amendment #96, February 22, 2012]	Site on or adjacent to the Greenbelt or Central Experimental Farm designated on Schedule B
3.7.2	Heritage Environmental Impact Statement required	Any proposed development within 120 metres of a feature of the natural heritage system found within the General Rural Area. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
3.7.2	Ensure development proposals do not limit potential expansion of the Village	Within an area 1 kilometre outside of a Village boundary
3.7.3	Minimum Distance Separation	Adjacent to farms – all rural designations on Schedule A
3.7.4	No development permitted where development conflicts with future extraction	Within 500 metres of a Limestone Bedrock Resource Area or 300 metres of a Sand and Gravel Resource Area designated on Schedule A or B [Ministerial Modification #34, November 10, 2003]
3.7.4	Seek advice of Ministry of Northern Development and Mines and the Ministry of	Within 450 metres of Lot 20, Concession 3, former City of Kanata

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	Natural Resources [Ministerial Modification #35, November 10, 2003]	
3.7.4	Impact Assessment Study required	Development proposals for land within 500 metres of a licensed quarry or within 300 metres of a licensed pit where there may be conflict with existing extraction operations. [Ministerial Modification #34, November 10, 2003]
3.8 [Amendment #76, OMB File # PL100206, July 21, 2011.]	Demonstrate that there will be no impact on the proposed use or continuing landfill operations	Development proposals within 500 metres of an active or closed solid waste disposal site or other appropriate influence area. [Ministerial Modification #36, November 10, 2003]
4.7.4	Environmental Impact Statement	Any development within 120m of the boundary of identified significant habitat of endangered and threatened species. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
4.7.7	Environmental Impact Statement	Any development within 50m of an Earth Science Area of Natural and Scientific Interest on Schedule K. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]
4.7.8	Environmental Impact Statement	Any proposed development within 120 metres of a natural heritage system feature not designated in the Plan in the rural area; and any development proposed within 30 metres of a natural heritage system feature not designated in the Plan in the urban area. [Amendment #76, OMB File # PL100206, Ministerial Modification # 47, July 21, 2011.]

### 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

#### ~~Roads and Parking Lots~~

Land use and transportation are closely interrelated. In particular, the City, when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile. Supporting walking, cycling and transit means more than the simple provision of sidewalks and pathways. A logical network must be created, connecting origins and destinations along direct and well-marked routes. Landscaping, the positioning of buildings, and other features of adjacent development can be further organized to support pedestrians and cyclists. In its review of development applications, the City will utilize the transportation policies that follow, together with any required transportation studies/assessments indicated in the table below.

See Section	Studies/Assessment Required	Where Required
2.3.1	Protection of right-of-way	Designated on Schedules E, F, G & <b>H</b> and Annex 1
4.3	Transportation impact study	May be required for subdivisions, rezoning and site

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plans where there may be a transportation impact on the transportation network in the surrounding area

## Policies

1. The ~~road~~ **transportation** network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop. [OMB decision #2649, September 21, 2006]
2. The ~~road~~ **transportation** network in new plans of subdivisions, particularly in ~~v~~ **villages**, will be designed to accommodate the potential future extension of the road system to adjacent properties, including those lands beyond an existing urban or village boundary. [Amendment #76, August 04, 2010]
3. The City encourages proponents of new development or redevelopment in ~~close~~ proximity to ~~existing and proposed~~ **rapid** transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed. To promote increased transit usage, private and/or public proponents of any development or redevelopment within ~~600~~ **800** metres ~~walking distance of a rapid transit station or major transit stop along the rapid transit network shown on Schedule D will:~~ [Amendment #76, OMB File #PL100206, August 18, 2011]
  - a. Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;
  - b. Locate any proposed high-density employment and residential development close to transit stations;
  - c. Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;
  - d. Minimize walking distances from buildings to stations/major transit stops;
  - e. Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.
- ~~4. The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The City may use the zoning by-law and cash-in-lieu of parking agreements as tools to reduce parking requirements. Furthermore, as referenced in Policy 44 of Section 2.3.1, the zoning by-law may establish maximum parking requirements that would apply to development within 600 metres of a rapid transit station/service. [Amendment #76, August 04, 2010]~~
4. The City may, in keeping with the direction in Section 2.3, establish maximum requirements for on-site parking and reduce or eliminate minimum requirements in
  - (a) intensification target areas; or
  - (b) within 800 metres walking distance of a rapid transit station; or
  - (c) within 400 metres of the Transit Priority Network, inside the Greenbelt; or
  - (d) within 400 metres of a Traditional Mainstreet, inside the Greenbelt;
 in particular where the small size, dimensions and other characteristics of existing lots preclude the ability to provide on-site parking for a change in use or small-scale intensification.
5. The City will require a transportation impact assessment report, which may be a community transportation study, transportation impact study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation study or brief will be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. The scope of the study or brief will vary depending on the nature of the development. Under most circumstances, a study or brief will not be required for minor infill development in areas where the road network is fully established. The

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transportation study or brief will, in general: [Amendment #76, OMB File #PL100206, August 18, 2011]

- a. For the lands to be developed and the surrounding community, identify the required road, parking, transit, pedestrian, and cycling facilities necessary to support the proposed development, referencing the required timing or staging of such. It will also identify and address potential impacts on the local neighbourhood that would occur as a consequence of these required facilities;
  - b. Determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit;
  - c. Utilize the policies of this Plan as well as any applicable City design guidelines and/or practices when developing recommended modifications to transportation infrastructure;
  - d. Assess the impact of development traffic on the capacity of adjacent and nearby roads, accounting for the anticipated growth in levels of background traffic;
  - e. Take into account both the influence of anticipated future development in the surrounding area, as well as any planned infrastructure modification, e.g., future roads, road widenings;
  - f. Concurrent with the need for a transportation impact study, there may be a requirement to undertake a noise study as outlined in Section 4.8, Protection of Health and Safety.
6. The City will require that short-term and long-term parking for bicycles be provided in highly visible and lighted areas, sheltered from the weather wherever possible. The Zoning By-law will set standards and regulations for land uses that normally generate demand for bicycle parking.
  7. The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.
  8. Where large areas of surface parking are required, they will be designed to:
    - a. Avoid one extensive parking area and instead have several smaller-sized parking areas defined by circulation patterns, landscaping, lighting, and other elements;
    - b. Ensure that the layout of the parking lots and adjacent buildings will be such that public roads may be defined in the future as part of more intensive redevelopment of the site.
  9. On new, and reconstructed roads where possible, the City will require the provision of sidewalks as follows: During the review of development applications and as part of road construction and reconstruction projects, the City will require the provision of pedestrian facilities on all existing, new and reconstructed roads, as follows:
    - a. On both sides of arterial, major collector and collector roads in the urban area and arterials in Villages. A multi-use pathway instead of a sidewalk may be provided on one side for a collector in a Village or on one side of an urban arterial if determined to be appropriate by the City;
    - b. A sidewalk or multi-use pathway on at least one side of all:
      - i. arterial and collector roads passing through the Greenbelt;
      - ii. collector roads in villages;
      - iii. roads, other than arterial/collector, in the urban area that serve transit.
    - c. On both sides of all roads that carry transit services in the urban area and Villages in the urban area, and in Villages, that serve transit;
    - d. On local roads that lead directly to transit stations and bus stops, schools, public parks, recreation centres, public buildings and institutions, neighbourhood and regional commercial, retail or employment centres;
    - e. Within and between neighbourhoods, and from local roads to arterial and collector roads at sufficient intervals to create permeable walkable communities;
    - f. Wherever identified by the Ottawa Pedestrian Plan, a secondary plan or a Community Design Plan; has identified discontinuities in the pedestrian network. [Amendment #76, August 04, 2010]
    - g. In road corridors where the context is appropriate, a multi-use pathway may be used in lieu of a sidewalk and must be maintained year-round.
  10. Where parking structures are proposed as a means of accommodating on-site parking, these structures, and the entrances thereto, will be designed to maintain continuity of the street edge and



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the pedestrian environment, as well as the function of the street. This may be achieved by one or a combination of the following:

- a. Locating parking structures away from the street;
  - b. Including other uses along the street, at grade, to support pedestrian movement;
  - c. Providing landscaping, art, murals, or decorative street treatments; or
  - d. Reducing the number, and width, of vehicle entrances that interrupt pedestrian movement.
11. The City will ensure that sidewalks and crosswalks are made of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate the pedestrian areas from vehicle areas and provide marked pedestrian crosswalks at intersection sidewalks. In addition, sidewalks and open space areas will be easily accessible through such features as gradual grade transitions, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps.
12. The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities. Where public sidewalks and multi-use pathways intersect with roads, consideration will be given to providing traffic control devices to give priority to cyclists and pedestrians. [Amendment #97, February 22, 2012]
13. At main entrances to buildings the City will require safe, direct and attractive pedestrian access from public sidewalks through such measures as:
- a. Reduction of distances between public sidewalks and major building entrances;
  - b. Provision of pedestrian walkways from public streets to major building entrances;
  - c. Within individual sites, on-site pedestrian walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops;
  - d. Wherever possible, protection from the weather is provided through canopies, colonnades, and other design elements. [OMB decision #2649, September 21, 2006]

#### Ottawa Road 174

14. The eastern portion of Ottawa Road 174 is a busy rural arterial road that is located along the Ottawa River in between Orléans and the City's border. This roadway traverses the village of Cumberland and leads to the neighbouring municipality of Clarence-Rockland. The speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and streets accessing this roadway. Section 2.3.1 policy 38 22 directs that individual access from new development along this roadway will generally not be permitted, particularly when shared or joint access points with existing development are possible, or alternative road access via nearby streets or a service road might be provided for. 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 occur at some future date. [Amendment #76, OMB File #PL100206, August 18, 2011]

## 4.4 – Water and Wastewater Servicing

Ensuring that there is a reliable supply of good quality water and the safe disposal of wastewater is an important consideration in the development review process. Proponents are required to demonstrate that the servicing proposed for the development is adequate. The servicing requirements for water and wastewater services for Public Service Areas and areas to be developed on private systems are set out in the sections below.

The following table indicates the studies/assessments that are required to assess a development application with regard to water and wastewater services.

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See Section	Studies/Assessment Required	Where Required
4.4.1	Assessment of adequacy of public services	Development application in a Public Service Area
4.4.1	Water, wastewater and storm water impact study	Where services are found to be limited in Public Service Areas
4.4.2.1	Hydro geological analysis; Registration of each phase (no more than 40 lots) supported by a servicing study; Well inspection report as condition of approval	Subdivision
4.4.2.1	Terrain analysis; Registration of each phase (no more than 40 lots) supported by a servicing study	Subdivision
4.4.2.2	Demonstrate in accordance with City guidelines that the site can be adequately serviced with private services; Well inspection report as condition of approval	Severance
4.4.2.4	Hydro geological and terrain analysis including an impact assessment for nitrates; Responsibility agreement with the City; Wellhead protection plan [Ministerial Modification 37, November 10, 2003]	Institutions such as schools, seniors homes

#### 4.4.1 – Servicing in Public Service Area

Development in Public Service Areas is primarily on the basis of public services, with exceptions described in Section 2.3.2. When reviewing development applications, the City will require an assessment of the adequacy of public services to support the development.

#### **Policies**

1. The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services. Where services are found to be limited, the proponent will be required to submit a water, wastewater and storm water impact study detailing how public services will be provided to support the development. The study will:
  - a. Determine the extent to which the area will support development without further, unplanned upgrading of the networks in addition to the assessment of specific network improvements;
  - b. Determine the method and means by which the area as well as adjacent areas can best be serviced by the networks, taking into consideration the City's functional planning guidelines;
  - c. Identify specific network improvements deemed necessary and timing or staging of such improvements;
  - d. Assess any social, economic and physical environmental impact on the local neighbourhood and adjacent areas resulting from anticipated network improvements;
  - e. Take into account the effect of known development potential of other lands, which will utilize the networks;
  - f. Indicate the proposed location for connection to central services, if more than one option exists.
2. When considering development on urban lands, located inside the Greenbelt, that have the potential to reduce the capacity of the water and/or sewage systems or contribute to overland flow, the City will

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ensure that anticipated impacts can be adequately mitigated or otherwise addressed by means that include but are not limited to the following:

- a. On-site retention and storage;
- b. Water efficiency measures;
- c. Green infrastructure;
- d. Flow control measures;
- e. Flow removal projects;
- f. Other measures such as compensation projects, as outlined in the document “Managing Capacity to Support Intensification and Infill”, which is included as Section 6 of the 2008 Infrastructure Master Plan Update. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### 4.4.2 – Private Water and Wastewater Servicing

Some parts of the rural area are subject to the policies of Section 4.4.1 above and Section 2.3.2 because they have public systems. However, new development in the City's rural area will occur primarily on the basis of private individual services. There are also some existing lands within the Public service areas that are developed on private individual services. Private individual services will mean a privately-owned and maintained well-water supply and a privately-owned and privately-maintained wastewater disposal system that services the development on the lot upon which they are located and which will remain under one ownership. [Amendment #76, August 04, 2010]

##### Policies

1. Anywhere development is proposed on the basis of private individual services and requires an application for an Official Plan or Zoning By-law amendment or involves a plan of subdivision, plan of condominium, severance or site plan approval, 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;
  - e. The development is within the reserve capacity of the municipal sewage system for hauled sewage. [Amendment #76, August 04, 2010]

Specific information requirements for plans of subdivision, plans of condominium and severances are described in more detail in the following sections.

2. Requirements for private services in Public Service Areas, where no public services exist, are described in Section 2.3.2. [Amendment #76, August 04, 2010]
3. Proposals for buildings that do not require approval under the *Planning Act*, and that will be serviced by a private well, must be supported by a well inspection report, satisfactory to the City, provided in conjunction with the building permit and inspection process.

##### 4.4.2.1 Subdivision

##### Policies

1. Where a plan of subdivision or condominium is proposed on private individual services, a servicing study of sufficient detail to establish evidence of site suitability will be required. The study must conform to the Ministry of the Environment and City's guidelines. ~~These guidelines require an An integrated hydro geological analysis to confirm sustainability of the water supply with and terrain analysis, report is required to confirm sustainability of the water supply and suitability of the terrain.~~

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This report will include ~~and~~ an impact assessment of nitrates on the groundwater, ~~required~~ to confirm sustainability of ~~wastewater sewage~~ disposal. The study will also be of sufficient magnitude to consider the impact of the proposal on the operation of existing wells and septic systems in the vicinity. [Amendment #76, August 04, 2010]

2. Applications for subdivisions on private individual services that exceed 40 lots will not be approved for registration unless it is broken into discreet phases of no more than 40 lots. In such cases, registration of the second and subsequent phases will be conditional upon the completion of a satisfactory servicing review study of wells and wastewater disposal systems in the previous phase or phases of the subdivision. The servicing review study will confirm whether continued development is appropriate and identify any additional requirements. [Amendment #14, September 8, 2004] [Amendment #76, August 04, 2010]
3. As a condition of approval, for any lot where a production well does not exist, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit and inspection process.
4. As a condition of approval of plan of subdivision, the developer will be required to drill and dedicate a monitoring well, equipped with water level and barometric dataloggers, to the satisfaction of and 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. [OPA 76, OMB File # PL100206, November 25, 2011]

#### 4.4.2.2 Severances

##### Policies

1. Prior to the approval of a severance, the proponent must demonstrate, in accordance with City guidelines, that the site can be adequately serviced with private services. Where lot creation by severance is proposed on private services, the City requires proof that the lot can be serviced with potable water and an in-ground sewage disposal system. The City will grant provisional consent subject to a condition that a servicing study of sufficient detail to establish evidence of site suitability is undertaken prior to a certificate of consent being issued. The study must conform to the Ministry of the Environment and City guidelines. The study will include the drilling and testing of at least one well and an assessment of the impact of the sewage system on groundwater. The study will also be of sufficient magnitude to consider the impact of the proposal on the operation of existing wells in the vicinity.
2. ~~In certain circumstances, where concerns are identified, the City may require the proponent to drill a well and undertake hydro geological testing, prior to the approval of the severance.~~
2. As a condition of approval of any lot where a production well does not exist, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit and inspection process.

#### 4.4.2.3 Development of Two to Five Units on Shared Water or Wastewater Systems

##### Policy

1. Development of two to five units on the basis of shared water and/or wastewater systems will only be permitted where:
  - a. The property, including the units, is in single ownership;
  - b. All of the requirements in the policies above in this section for private individual services have been met.

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### 4.4.2.4 Small Water and Wastewater Works

Small water and wastewater works are servicing systems for small scale development that are operated and managed by a single owner, for a single building or complex of buildings. ~~owned, operated and managed by a single owner, for a single building, or complex of buildings that comprise an institution, through an agreement with the City. [Amendment #13, September 8, 2004]~~

#### Policies

1. The City may consider small water and wastewater works for development that comprises commercial or industrial uses that do not contain any residential uses.
2. ~~Small water and wastewater works will only be considered for institutions such as schools and retirement homes and only if an agreement is entered into between the City and the proponent that contains, but is not limited to, the following: [Amendment #13, September 8, 2004]~~
  - a. ~~A detailed description of the design criteria that meets City standards;~~
  - b. ~~The monitoring, operation and maintenance requirements;~~
  - c. ~~The complete financial plan, which provides assurance in the form of a letter of credit or equivalent, equal to the operating and capital reserve fund for the system;~~
  - d. ~~Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal. A wellhead protection plan in accordance with the City's terms of reference may be required; and a Reasonable Use Study, as described by current Ministry of the Environment Guideline, to determine the impact of nitrates from septic systems on the groundwater; [Ministerial Modification #38, November 10, 2003]~~
  - e. ~~Identify the risk and mitigation necessary to protect the water supply.~~
2. Notwithstanding policy 1, 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 for commercial uses, without the requirement of an agreement between the City and the proponent, ~~as described in policy 2,~~ provided the development does not contain any residential uses. [Amendment #96, February 22, 2012].
3. The City may also consider small water and wastewater works to service development that comprises an institution, such as a school or a retirement home only where the owner has entered into a responsibility agreement with the City. The responsibility agreement will contain, but is not 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, which provides assurance in the form of a letter of credit or equivalent, equal to the operating and capital reserve fund for the system.
4. The proponent of any development that includes a small water or wastewater works is required to submit the following additional information at the time of application:
  - a. Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal;
  - b. A vulnerability assessment in accordance with the terms of reference as specified at the time of a pre-application consultation;
  - 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. The identification of any risk to the water supply and the mitigation necessary to protect that supply.



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### 4.5 – Housing

Applications to amend the ~~z~~Zoning ~~b~~By-law to introduce or delete residential uses must be reviewed with reference to policies ~~45~~ 23 and 24 ~~46~~ of Section 2.2.2, Managing Growth Within the Urban Area. All applications for residential development must also consider the requirements of policy ~~42-a~~ 20(i) in Section 2.2.2 regarding alternative development standards and the requirements of Section 2.5.2 Affordable Housing. The policies in this subsection are designed to maintain existing housing stock in the city. [Ministerial Modification #39, November 10, 2003] [Amendment #76, August 04, 2010]

#### Policies

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 such as, but not limited to, applications for severance of properties, is premature and not in the public interest unless the following two criteria are satisfied: [Amendment #76, August 04, 2010]
  - a. The rental vacancy rate by dwelling/structure type for the City of Ottawa as defined and reported yearly through the Canada Mortgage and Housing Corporation (CMHC) Rental Housing Market Survey has been at or above 3 per cent for the preceding two-year reporting period;
  - b. The existing market rents of the units proposed for conversion are at or above the average market rent levels for the corresponding CMHC survey zone in the City of Ottawa, as reported yearly by the CMHC Survey for rental units of a similar dwelling/structure and bedroom type.
2. The City shall notify tenants in units approved for a conversion of their rights under the *Provincial Tenant Protection Act* or any successor legislation.
3. Heritage buildings individually designated under Part IV of the *Ontario Heritage Act* and Category 1 and 2 buildings designated under Part V of the Act, which contain rental units, are exempt from the rental conversion policy.
4. The maintenance and rehabilitation of the existing housing stock will be ensured through enforcement of the property standards by-law and support for residential rehabilitation assistance programs.
5. The City will study the use of demolition control throughout the urban area as a means of maintaining the supply of affordable rental housing. [Amendment #13, September 8, 2004]

### 4.6 – Cultural Heritage Resources

Cultural heritage resources may include the following: buildings, structures, and sites; archaeological resources; rural and urban cultural heritage landscapes; heritage conservation districts areas and environments that include river and canal corridors; Scenic-Entry Routes and Multi-Use Pathways. The table below indicates where studies/assessments regarding cultural heritage resources may be required to assess a development application. [Ministerial Modification 40, November 10, 2003] [Amendment #76, August 04, 2010]

See Section	Studies/Assessment Required	Where Required
4.6.1	Cultural heritage impact statement	When a development has the potential to adversely affect any designated heritage resource [Amendment #76, June 24, 2009]
4.6.1	Demonstrate that the proposal is compatible with the heritage resource	All planning applications adjacent to or across the street from a heritage resource [Amendment #76, June 24, 2009]
4.6.2	Archaeological resource assessment	Areas with archaeological resource potential

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4.6.3	Some land uses restricted; Require land dedication at waterfront	River corridors- all major rivers and streams
4.6.3	Cultural heritage impact statement	Rideau River and Canal
4.6.4	Design criteria	Scenic-Entry Routes designated on Schedules I & J
4.6.5	Assess potential for connections	Multi-Use Pathways designated on Schedule I & J [Amendment #76, June 24, 2009]

#### 4.6.1 – Heritage Buildings and Areas

Heritage buildings and areas are buildings, structures, sites, landscapes, areas or environments which may have cultural, architectural, historical, contextual and/or natural interest, and which may warrant designation under the *Ontario Heritage Act*, and/or may warrant other means of cultural heritage recognition, for example, by the federal government. Heritage significance does not only flow from recognition but is dependent on a property's inherent values.

These policies are based on the presumption in favour of the retention of heritage resources in their original location and construction. Demolition of a cultural heritage resource and the rebuilding on a facsimile of all or part of the building is not considered to be heritage conservation.

For the purposes of this section, adjacent means contiguous to. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### Policies

- Where a structure designated under Part IV of the *Ontario Heritage Act* is to be altered, added to, partially demolished, demolished or relocated, the approval of City Council, after consultation with its municipal heritage committee, currently known as the Ottawa Built Heritage Advisory Committee (OBHAC), is required. If the alteration, addition, partial demolition, demolition or relocation has the potential to adversely affect the designated resource, the City will require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following: [Amendment #76, August 04, 2010] [Amendment #96, February 22, 2012]
  - Describe the positive and adverse impacts on the heritage resource that may reasonably be expected to result from the proposed development; [Amendment #76, August 04, 2010]
  - Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below [Amendment #76, OMB File #PL100206, August 18, 2011]
  - Demonstrate that the proposal will not adversely impact the defined cultural heritage value or the heritage attributes of the property. [Amendment #13, September 8, 2004] [Amendment #76, August 04, 2010]
- Where a structure designated under Part V of the *Ontario Heritage Act* is to be altered, added to, partially demolished, demolished, relocated, or where new construction in a district designated under Part V of the *Ontario Heritage Act* is proposed, the approval of City Council, after consultation with its municipal heritage committee, currently known as the Ottawa Built Heritage Advisory Committee (OBHAC) is required. If the alteration, addition, partial demolition, demolition or relocation or new construction has the potential to adversely affect the heritage conservation district, the City will

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require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following: [Amendment #96, February 22, 2012]

- a. Describe the positive and adverse impacts on the heritage conservation district that may reasonably be expected to result from the proposed development;
  - b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts
  - c. Demonstrate that the proposal will not adversely impact the cultural heritage value of the Heritage Conservation District,
  - d. When evaluating an alteration or addition to a building located in Heritage Conservation District, the impact statement will address the heritage conservation district study or the Council-approved "Heritage District Plan" of that district for design guidance. If no such plan exists, the impact statement will address the heritage study of the area for design guidance. [Amendment #76, OMB File #PL100206, August 18, 2011]
3. Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of; a property containing an individually designated heritage building (Part IV of the *Ontario Heritage Act*), a heritage conservation district (Part V of the *Ontario Heritage Act*) or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources. The cultural heritage impact statement will do the following: [Amendment #96, February 22, 2012]
- a. Describe the positive and adverse impacts on the heritage resource or heritage conservation district that may reasonably be expected to result from the proposed development;
  - b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;
  - c. Demonstrate that the proposal will not adversely impact the defined cultural heritage value of the property, Heritage Conservation District, and/or its streetscape/neighbourhood. [Amendment #76, OMB File #PL100206, August 18, 2011]
4. Where relocation of a structure designated under the *Ontario Heritage Act* is proposed, the City will require that the cultural heritage impact statement demonstrate that relocation is the only way to conserve the resource. The City may consider the option provided that: [Amendment #76, August 04, 2010] [Amendment #96, February 22, 2012]
- a. The building is retained on site, but moved to another part of the property for integration into the new development, or, if that is not possible;
  - b. The building is relocated to a site appropriate to its cultural heritage value outside the proposed development or property.
5. Where an owner of a designated heritage property applies for approval to demolish the property, the City ~~will may~~ require a cultural heritage impact statement that, in addition to the regular requirements, will demonstrate that the rehabilitation and reuse of the property is not ~~feasible~~ *viable*. The City may consider acquisition of the property where it determines that it is in the public interest to do so, and the property is considered to be of sufficient cultural heritage value to the community. [Amendment #76, August 04, 2010]
6. When a development involves the retention of all or part of a cultural heritage resource and its integration into a larger development the cultural heritage resource shall be retained in situ during the construction process. Where the retention of the cultural heritage resource in situ is determined to be impossible by an engineer specialized in the preservation of cultural heritage resources, the City may permit the temporary removal of the resource during the construction process followed by its restoration. [Amendment #76, OMB File #PL100206, August 18, 2011]
7. In the rare instances that a designated heritage property is approved for demolition the City will require that the property be thoroughly documented for archival purposes at the expense of the applicant prior to demolition or alteration in accordance with accepted heritage recording guidelines, for deposit in the City of Ottawa archives. [[Amendment #76, August 04, 2010]

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8. The City may permit the transfer of density potential from one site to another to facilitate the retention of particular cultural heritage resources in those areas which have an established floor space index under the ~~z~~Zoning ~~b~~By-law, subject to: [Amendment #76, August 04, 2010]
  - a. A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively;
  - b. Maintaining compatibility of scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs;
  - c. Where a density transfer is to take place in the central business district of the Central Area, conformity will be required with policies regarding building heights and the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as referred to in Section 3.6.6.
9. When reviewing applications for zoning amendments, site plan control approval, demolition control, minor variance, or the provision of utilities affecting lands/properties adjacent to or across the street from a designated heritage resource, adjacent to or across the street from the boundary of a heritage conservation district, or within heritage conservation district, the City will ensure that the proposal is compatible by: [Amendment 14, September 8, 2004] [Amendment #76, OMB File #PL100206, August 18, 2011]
  - a. Respecting the massing, profile and character adjacent to or across the street from heritage buildings; [Amendment #76, August 04, 2010]
  - b. Approximating the width of nearby heritage buildings when constructing new buildings facing the street;
  - c. Approximating the established setback pattern on the street;
  - d. Being physically oriented to the street in a similar fashion to existing heritage buildings;
  - e. Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;
  - f. Having minimal impact on the heritage qualities of the street as a public place in heritage areas;
  - g. Minimizing the loss of landscaped open space;
  - h. Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas;
  - i. Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.
10. Where development affects cultural heritage resources, the City may enter into registered agreements with the owners of designated heritage properties when it deems that financial securities are necessary to ensure the retention and conservation of heritage properties as part of a development. [Amendment #76, August 04, 2010]
11. Where development is proposed adjacent to or across the street from a building on the Heritage Reference List (but not designated under the *Ontario Heritage Act*) the applicant shall demonstrate the proposal's compatibility with that heritage resource and its streetscape. [Amendment #76, August 04, 2010] [Amendment #96, February 22, 2012]
12. In undertaking its public works, the City will provide for the conservation of heritage buildings and areas in accordance with these policies.
13. The heritage integrity of cemeteries will be given careful consideration at all times. The City will ensure that:
  - a. Cultural heritage impact statements, prepared by qualified heritage conservation professionals, are required for development proposals on lands adjacent to or across the street from cemeteries;
  - b. Impacts and encroachments associated with development will be assessed and mitigated;
  - c. The relocation of human remains will be avoided. [Amendment #76, August 04, 2010]

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### 4.6.2 – Archaeological Resources

Archaeological resources are the remains of any building, structure, activity, place, or cultural feature or object, which, because of the passage of time, are on or below the surface of land or water and are of significance to the understanding of the history of a people or place. Archaeological resources may also include significant Native and non-Native cemeteries or unmarked burials. The City has undertaken an *Archaeological Resource Potential Mapping Study* and the results of the study form the basis for determining the archaeological potential. [Ministerial Modification #43, November 10, 2003]

#### Policies

1. Where development is proposed on land where archaeological potential exists, as identified on the City of Ottawa map, Areas of Archaeological Potential, the City will require an archaeological resource assessment to be conducted by an archaeologist licensed under the *Ontario Heritage Act*, as a condition of development approval. The archaeological resource assessment report will:  
[Amendment #96, February 22, 2012]
  - a. Be provided by the developer to the City and submitted to the Ministry of Culture;
  - b. Be carried out to the satisfaction of the Ministry of Culture and communicated to the City;
  - c. Include conservation-related recommendations, such as documentation, removal and/or preservation in situ for heritage integrity purposes, if significant archaeological resources are discovered on a subject property;
  - d. Ensure that a plan for protection or salvage of any significant archaeological site(s) found during the course of the assessment is implemented prior to any disturbance of the land.
2. When reviewing plans of subdivision and condominium, site-specific official plan amendments and site plans involving large parcels of undisturbed land, the City will determine whether any portion of a proposal has the potential for the discovery of archaeological resources. The City's *Archaeological Resource Potential Mapping Study* will form the basis for determining the archaeological potential.
3. When reviewing consent and lifting of part lot control applications, the City will consider that archaeological potential exists only when the application would:
  - a. Contain or directly affect a registered archaeological site, or directly affect a federal, provincial or municipal historic landmark, monument or designated property; or
  - b. Lead to impacts (any soil disturbance) upon undisturbed lands (woodlot, pasture ploughed land) that are located within 100 metres of the top of bank of the Ottawa, Rideau, Carp, Mississippi or Jock Rivers when two or more new building lots are created.
4. When a consent or a lifting of part lot control application proposes to sever existing units, there is no requirement for an archaeological resource assessment.
5. While 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, an archaeological resource assessment will not be required as part of the development review process. However, if archaeological resources are discovered during the course of construction in the city's historic core area, the site must be protected from further disturbance until a licensed archaeologist has completed an archaeological resource assessment and any necessary mitigation has been completed. The City will develop information to assist developers, contractors and on-site workers in the recognition and reporting of potential archaeological resources discovered during the course of construction. A site monitoring assessment process for deeply buried remains will also be considered if significant archaeological resources are identified. Where new additional information within the urbanized city core indicates there is a high likelihood for archaeological remains to exist, a licensed archaeologist shall be retained for monitoring purposes and/or assessment prior to any major ground disturbances resulting from construction activities. [Ministerial Modification 42, November 10, 2003]
6. Where marked and unmarked cemeteries and burial places are encountered during assessment or any excavation activity, the provisions of the *Cemeteries Act* and its regulations will apply. Council shall ensure adequate archaeological assessment by a licensed archaeologist is conducted and



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consult appropriate government agencies, including the Ministry of Culture (MCL) and the Ministry of Small Business and Consumer Services (SBCS) [Ministerial Modification #43, November 10, 2003] [Amendment #76, August 04, 2010]

7. In undertaking public works, the City will conserve archaeological resources in accordance with these policies.
8. Council may maintain the integrity of archaeological resources by adopting zoning by-laws under Section 34 of the *Planning Act* to prohibit or restrict any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource. [Ministerial Modification #44, November 10, 2003]

#### 4.6.3 – River and Canal Corridors [Amendment #76, August 04, 2010]

Ottawa's defining natural features are its rivers. The Ottawa and Rideau Rivers and Rideau Canal and their tributaries have historically determined the location of communities and continue to define their boundaries. In the past, the Ottawa River served as the principal highway into the Canadian Shield for aboriginal people, explorers, loggers and settlers. Its cultural heritage, natural environment resources and recreational opportunities contribute to the tourism potential of the communities along its shore.

The Rideau River and Canal is a UNESCO World Heritage Site and a National Historic Site, and a Canadian Heritage River. Its value lies in the combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes, which together constitute a cultural heritage resource of outstanding national significance and universal heritage value. Parks Canada owns the bed of the Rideau Canal and land at lock stations along the canal.

The City will ensure that the shoreline of the Ottawa River, Rideau River and Canal, and other shorelines in the city remain accessible and that the river landscapes, which include farms and wooded areas, are maintained and improved, in terms of their cultural heritage, scenic quality, and recreation and economic benefits. The natural environment functions of rivers and streams are protected through provisions elsewhere in this Plan for planning on a watershed basis, environmentally-sensitive development practices, and other measures.

#### Policies

1. The City will conserve the natural environment, cultural heritage, scenic qualities, and recreational potential of the Ottawa River, Rideau River and Rideau Canal World Heritage Site by:
  - a. Reviewing development applications adjacent to these rivers and canal to ensure that the visual quality of the waterway and view from the waterway, as well as natural and cultural features, are evaluated. In this respect, a cultural heritage impact statement, as described in Section 4.6.1, ~~will~~ **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 in the urban area ~~adjacent to the Rideau River and Canal~~, which will be reviewed in consultation with Parks Canada and the National Capital Commission;
  - b. Requiring an assessment of the potential impact of the development on boating safety in parts of the Rideau Canal experiencing boating congestion and other impediments to safe navigation; and on the aquatic environment where significant aquatic natural features are known to exist. The study will be reviewed in consultation with Parks Canada;
  - c. Prohibiting pits and quarries along the Ottawa and Rideau Rivers;
  - d. Prohibiting land uses that require outside storage or large paved areas or that produce noise, fumes and dust;
  - e. Ensuring, for development outside Villages in the General Rural Area adjacent to the Rideau River and Rideau Canal upstream from Roger Stevens Drive, notwithstanding the provisions of policy 3.7.2.8(b), or any other policy in this Plan, a minimum lot size of 5 hectares and a minimum

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of 200 metres of waterfront for the severed parcel, and a minimum lot size of 10 hectares for the remnant parcel, unless an alternate design has the same or less impact, as assessed by a cultural heritage impact statement. [Amendment #13, September 8, 2004] [Amendment #58, December 07, 2007]

2. For lots that abut the Rideau River and Canal the City may also require site plan approval for all non-agricultural buildings, which may include one or more dwellings and their accessory buildings that have not been subject to another approval under the *Planning Act* and in which the matters, identified in Section 2.5.5 have been addressed. [Amendment #76, OMB File #PL100206, August 18, 2011]
3. When reviewing development and public works adjacent to or over the canal system the City will ensure that:
  - a. the development or public works will not interfere with safe and efficient navigation on the Canal;
  - b. no development or site alteration will alter the size, shape, depth, or configuration of the slackwater sections of the canal system;
  - c. all development, works or site alteration on lands adjacent to the lock stations and the canal takes into consideration and conserves the Cultural Heritage Resources of these areas; and
  - d. Environmental Assessments required for new bridge or public utilities that cross or are located within 30 m of the canal, address and mediate their impact on the function and heritage character of the canal in manner acceptable to the City and Parks Canada; and
  - e. ~~e~~ all other applicable provisions of the plan will be addressed. [Amendment #76, OMB File #PL100206, August 18, 2011]
4. Public access to shorelines will be pursued through various means, as described in Section 2.4.5. For plans of subdivision abutting the shoreline, the City will secure public access along the shoreline of all waterways in the urban area and Villages, unless there are compelling reasons not to do so. This will be accomplished by requiring that land dedicated for public purposes be located at the shoreline or adjacent to environmental constraints. The dedicated lands should be accessible from a public road. [Amendment #14, September 8, 2004]
5. In addition, the City will use such measures as public acquisition, conservation easements or other appropriate means to secure public access to the shoreline where there is agreement of the property owner.
6. The City recognizes the importance of waterways and islands in the history and culture of aboriginals. Waterways provided a primary means of movement for these people and islands in the waterways served as gathering and hunting places, burial grounds, etc. Accordingly, the City will engage with First Nations, in particular with the Algonquins of Ontario, the Government of Canada and the Province of Ontario on matters related to the utilization of islands in the Ottawa and Rideau Rivers. [Amendment #76, July 07, 2011.]

#### 4.6.4 – Scenic-Entry Routes

Scenic-Entry Routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. Some of them follow historic routes, while others follow rivers and many are attractive to cyclists and pedestrians. Scenic-Entry Routes include a variety of roads, such as highways, parkways, arterial roads and local streets. This system of Scenic-Entry Routes is under the jurisdiction of the federal government plus provincial and municipal governments in Ontario and Québec. Most Scenic-Entry Routes can be enjoyed by a variety of modes, including bus, bicycle, and in many areas of the network in the urban area and Villages, foot. Many Scenic-Entry Routes, such as Riverside Drive or the Ottawa River Parkway, contribute to the continuity of the Green space Network through the design of their corridors. Key Scenic-Entry Routes are also the principal roads used by visitors and business travelers arriving in Ottawa and the National Capital Region. Signage along these roads must orient travelers and provide direction to the City's attractions, while the overall pattern of development along the routes must create a favourable first impression of Ottawa.

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### Policies

1. Scenic-Entry Routes are designated on Schedules I and J.
2. Guidelines for Scenic-Entry Routes that elaborate on the more general *Arterial Road Corridor Design Guidelines*, as updated from time to time, will be developed and implemented by the City. While respecting the primary function of the road, the guidelines will promote:
  - a. The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
  - b. Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
  - c. The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
  - d. Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;
  - e. Any other items determined by the City.
3. Until such time as the guidelines for Scenic-Entry Routes are prepared, development applications adjacent to these routes will be assessed against the criteria listed above, in addition to other requirements of this Plan.
4. The City will undertake a study to determine criteria for the identification and protection of roads with cultural heritage value. [Amendment #76, August 04, 2010]

### 4.6.5 – Multi-Use Pathways

Multi-Use Pathways provide a primarily off-road network for pedestrians and cyclists in green and open settings/corridors. In the rural area, they may be on-road or within their own or shared off-road corridors. The pathways are part of the Green Space Network and provide connections among communities and major tourism, cultural heritage and green space features. The plans and design standards for Multi-Use Pathways are based on municipal plans and the study, *Pathway Network for Canada's National Capital Region*, which is updated periodically. Many pathways are owned and maintained by the National Capital Commission. [Amendment #76, August 04, 2010]

### Policies

1. Multi-Use Pathways are designated on Schedules I ~~C~~ and J. The system shown on the schedules is conceptual and the location of pathways may be refined without amendment to this Plan as a result of further study by the City or through the provisions of a development agreement, provided that continuity is maintained within the system, that destinations within the system continue to be connected, and the same general area is served.
2. The Multi-Use Pathways Network designated on Schedules I ~~C~~ and J is an essential part of an integrated sustainable transportation network ~~and the Schedules should be read in conjunction with the Cycling Network on Schedules C and J.~~ The system shown on the schedules is conceptual and the location of pathways may be refined as a result of further study by the City or through the provisions of a development agreement. Such refinement will not require amendment to this plan, provided that: continuity is maintained within the system, destinations within the system continue to be connected, and the same general area is served. [Amendment #76, OMB File #PL100206, August 18, 2011]
3. The City may require pathway corridors to be dedicated for public purposes through a plan of subdivision and funding for pathway construction related to new growth may be included as part of Development Charges. [Amendment #76, OMB File #PL100206, August 18, 2011]

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4. Multi-Use Pathways are generally located in open spaces, parkland and natural lands where broad green and open corridors can be provided. Multi-Use Pathways may be co-located with other land uses and infrastructure such as: rapid transit corridors, parkway-type road corridors, utility and infrastructure corridors, storm water management facilities, and cultural and institutional facilities, where the overall open and green landscape character can be retained. [Amendment #76, OMB File #PL100206, August 18, 2011]
5. When reviewing community design plans, development proposals, and public works that include multi-use pathways, the City will ensure that pathways are designed and located to be safe and efficient transportation, recreation and environmental corridors. This will be achieved by:
  - a. ensuring there is sufficient tree and other vegetative screening between the traveled portion of the pathway and adjacent land uses to provide a green landscape setting;
  - b. ensuring that the route of the pathway avoids existing adjacent land uses that generate excessive noise, involve outside storage or generate air pollution and where this cannot be prevented by ensuring these intrusions are mitigated to the greatest possible extent in the pathway design;
  - c. providing for good pathway corridor visibility, safety and way finding by using such methods as:
    - i. paralleling other well-travelled public rights-of-way;
    - ii. providing frequent connections to adjacent communities and alternative travel routes; and
    - iii. ongoing management of signage programs. [Amendment #76, OMB File #PL100206, August 18, 2011]
6. In undertaking public works, the City will seek opportunities to construct Major Recreational Pathways and connections to them. [Amendment #76, OMB File #PL100206, August 18, 2011]

### **4.7 – Environmental Protection**

Land can be developed in ways that support natural features and functions on individual sites and across large new development areas. The development requirements in this subsection serve the following objectives in the rural and urban areas:

- Increasing forest cover across the city;
- Maintaining and improving water quality;
- Maintaining base flows and reducing peak flows in surface water;
- Protecting and improving the habitat for fish and wildlife in stream corridors;
- Protecting springs, recharge areas, headwater wetlands and other hydrological areas;
- Managing resources by using low-maintenance, natural solutions.

The development review requirements in this section are based on design with nature principles. Development sites have natural characteristics (vegetation, topography, watercourses) and related functions, which must play a fundamental role in site design. Sensitive environmental design can result in increased protection for the environment and wildlife, and more effective green space provisions for residents. It can also lead to less energy-intensive solutions as natural approaches to storm water management or heating and cooling in buildings reduce the need for expensive and energy consumptive infrastructure.

Design components will be considered as basic inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern. This process will be implemented through application of the integrated environmental review process described below and through a number of specific policies in Sections 3.2, 4.2, 4.6 and 4.7, including those related to tree saving, slope protection, environmental impact statements, watercourse setbacks, and landform protection. All development applications will indicate the location of treed areas, watercourses, poorly drained and wetland areas, rock outcrops, and significant changes in elevation.

The following table indicates where studies/assessments may be required, depending on characteristics of the site, to assess a development application.

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See Section	Studies/Assessment Required	Where Required
4.7.1	Integrated environmental review to assess development applications	Subdivision, site plan and rezoning applications requiring an environmental impact statement, or tree retention and protection plan or landscape feature assessment.
4.7.2	Tree Conservation Report	All plans of subdivision, plans of condominiums, and site plans
4.7.3	Determine appropriate setback from rivers, lakes, streams and other surface and water features	Adjacent to rivers, lakes, streams, and other surface water features
4.7.3	Erosion and sediment control plan	All development proposals
4.7.3	Demonstrate no negative impact on fish habitat; if there is impact- review by Department of Fisheries and Oceans	In or adjacent to fish habitat
4.7.4	Environmental impact statement to demonstrate no impact on the significant habitat of endangered and threatened species or on its ecological functions	On lands adjacent to significant habitat of endangered and threatened species.
4.7.5	Groundwater impact assessment	Groundwater resources areas (to be defined in future studies)
4.7.5	Wellhead protection study	Wellhead Protection Area designated on Schedule K
4.7.6	Stormwater site management plans	Site plan, subdivision and zoning applications
4.7.7	Assessment of landform feature / environmental impact statement to demonstrate no negative impact on earth science areas of natural and scientific interest	Geomorphic, geological and landform features / earth science ANSIs (designated on Schedule K)
4.7.8	Environmental Impact Statement	On or adjacent to elements of the natural heritage system, as required in Section 2.4.2, or to designated Significant Wetlands, Natural Environment Areas, Urban Natural Features and Rural Natural Features as required in Sections 3.2.1 through 3.2.4

[Amendment #96, February 22, 2012]

### 4.7.1 – Integrated Environmental Review to Assess Development Applications

A comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design and subdivision planning, as well as planning for the larger areas subject to community design plans. The integrated environmental review considers as a whole the significant findings from individual support studies (ie, tree preservation and protection plans, environmental impact statements, stormwater site management plans, Phase 1 Environmental Site Assessments). It also ensures that development proceeds in keeping with the analysis and recommendations of any watershed and subwatershed studies and federal or provincial environmental assessments documents, where applicable. The integrated environmental review ensures that



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development design complies with the environmental policies contained in Section 4, and that the principles of design with nature have been applied. [Amendment #13, September 8, 2004]

#### Policies

1. Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process. [Amendment #76, OMB File # PL100206, Ministerial Modification # 48, April 26, 2012.]
2. The integrated environmental review statement will provide:
  - a. A brief overview of the results of individual technical studies and other relevant environmental background material;
  - b. A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
  - c. A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
  - d. A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
  - e. An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies.
  - f. A description of how the proposed development ~~principles of Design Objective 7 (Section 2.5.1) to maximize~~ **maximises** the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment. ~~have been considered.~~ A sustainable design checklist will be prepared to assist in this description. [Amendment #76, OMB File # PL100206, Ministerial Modification # 49, April 26, 2012.]

### 4.7.2 – Protection of Vegetation Cover

Preserving vegetation on sites subject to development not only contributes to the urban and rural forest and the overall environmental health of the area, but also helps improve the visual appeal of newly developed areas. However, development proposals may necessitate removal of existing vegetative cover in some instances. Development proposals will be required to preserve vegetative cover or propose compensation measures, through the following policies. [OMB decision #1754, May 10, 2006]

#### Policies

1. In order to support the Official Plan objective for 30% ~~per cent~~ tree cover, applications for subdivision, condominium ~~affecting vegetation cover on site, on~~ and site plan approval, ~~affecting vegetation cover on site, will~~ be supported by a Tree Conservation Report and a Landscape Plan. [Amendment #76, OMB File # PL100206, April 26, 2012.]
2. The Tree Conservation Report constitutes part of a complete application and may be submitted early in the design and development review process. It should be submitted before any tree removal occurs on development lands. The report will be completed in keeping with the Tree Conservation Report guidelines and in summary will: [Amendment #76, August 04, 2010]
  - a. Retain as much natural vegetation as feasible, especially along surface water features, on steep slopes, in valued woodlots and in areas linking green spaces, with a particular emphasis on high

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- quality or rare vegetative communities; [OMB decision #1754, May 10, 2006] [Amendment #76, OMB File # PL100206, April 26, 2012.]
- b. Identify the presence of endangered or threatened species or their habitat as identified in the *Endangered Species Act, 2007* and provide recommendations for protection measures to be used. [Amendment #76, OMB File # PL100206, April 26, 2012.]
  - c. Demonstrate how components of the proposed development, such as grading plans and the location of buildings, roads, and infrastructure, support tree conservation. [Amendment #76, OMB File # PL100206, April 26, 2012.]
  - d. Determine which stands of trees or individual trees warrant retention based on a preliminary assessment;
  - e. For those trees or stands of trees being retained, outline measures for their protection during construction and over the long term;
  - f. Describe the area and nature of tree loss and compensation measures proposed;
  - g. Where there is substantial alteration of the natural vegetation cover on the site, the impact on fauna or rare species during and after construction will be considered and mitigation measures proposed.
  - h. Provide strategic recommendations to guide the landscape plan. [Amendment #76, June 24, 2009] [Amendment #76, August 04, 2010]
3. The landscape plan will:
    - a. Indicate tree planting or vegetation cover required to provide protection for surface water features or steep slopes;
    - b. Investigate the appropriateness of the use of native species in ~~tree~~ **vegetation** planting strategies;
    - c. Provide a reference document for future residents on the importance and care of trees on their property. [Amendment #76, August 04, 2010]
  4. The City will promote the use of native species in public projects and private tree planting and land conservation wherever appropriate. [OMB decision #1754, May 10, 2006]
  5. On-site and adjacent natural features/functions will be protected and enhanced by incorporating them into public open spaces and recreational pathways.
  6. Streetscapes will be designed to include the provision of trees.

### 4.7.3 – Erosion Prevention and Protection of Surface Water

Protecting stream corridors and the surface water environment serves the dual purpose of preserving and enhancing the environmental quality of stream and river corridors and their aquatic habitat, as well as reducing risks from natural hazards associated with watercourses. Ensuring that development is set back an appropriate distance from watercourses helps serve these purposes by ensuring a healthy, natural riparian zone and providing a margin of safety from hazards associated with flooding and unstable slopes.

Council has adopted Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004, to guide slope stability assessments and requirements for setbacks. Slope stability assessments identify the geotechnical limit of the hazard lands, which includes the stable slope allowance plus, where appropriate, an allowance for future erosion and in some cases, an additional allowance to permit access in the event of future slope failure. Sites where slope stability issues are a concern were identified in the report, Slope Stability Study of the Regional Municipality of Ottawa-Carleton, 1976 (Ontario Misc. Paper MP 68) and are shown on Schedule K. Schedule K provides for early identification of slope stability concerns but is not sufficiently detailed to assess constraints on specific sites. [OMB decision #1754, May 10, 2006] [Amendment #76, OMB File # PL100206, July 21, 2011.]

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### Policies

1. Except as otherwise provided for in this section, Council will establish minimum setbacks from rivers, lakes, streams and other surface water features in watershed, subwatershed and environmental management plans and in these plans identify any additional studies needed to refine the setback through the development review process as well as any site-specific measures needed to protect the setback. [OMB decision #1754, May 10, 2006] [Amendment #76, OMB File # PL100206, July 21, 2011.]
2. Where a Council-approved watershed, subwatershed, or environmental management plan does not exist, the minimum setback will be the greater of the following:
  - a. Development limits as established by the regulatory flood line (see Section 4.8.1);
  - b. Development limits as established by the geotechnical limit of the hazard lands;
  - c. 30 metres from the normal high water mark of rivers, lakes and streams, as determined in consultation with the Conservation Authority; or
  - d. 15 metres from the existing top of bank, where there is a defined bank. [OMB decision #1754, May 10, 2006]
3. The setback provided for in policies 1 and 2 will be implemented through the ~~z~~Zoning ~~b~~By-law and any change in the setback will require a zoning by-law amendment or variance that is consistent with the policies in this section of the Plan. [Amendment #76, OMB File # PL100206, April 26, 2012.]
4. No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Site alteration is defined as activities, such as fill, grading and excavation that would change the landform and natural vegetative characteristics of a site. Development is defined as the creation of a new lot or the construction of buildings and structures requiring approval under the *Planning Act* or the issuance of a Building Permit under the *Building Code Act*. Exceptions to this policy are:
  - a. Activities that create or maintain infrastructure within the requirements of the environmental assessment process or works subject to the *Drainage Act*;
  - b. Alterations necessary for recreation, environmental restoration, or slope stability works that are approved by the City and the Conservation Authority. [OMB decision #1754, May 10, 2006]
5. The geotechnical limit of hazard will be determined in keeping with the Slope Stability Guidelines for Development Applications in the City of Ottawa 2004. Sites where slope stability issues are a concern were identified in the report, Slope Stability Study of the Regional Municipality of Ottawa-Carleton, 1976 (Ontario Misc. Paper MP 68) and are shown on Schedule K. Schedule K provides for early identification of slope stability concerns but is not sufficiently detailed to assess constraints on specific sites. [Amendment #76, OMB File # PL100206, July 21, 2011.]
6. Exceptions to the setbacks in policy 2 will be considered by the City in consultation with the Conservation Authority in situations where development is proposed:
  - a. On existing lots where, due to the historical development in the area, it is unreasonable to demand or impossible to achieve minimum setback distances because of the size or location of the lot, approved or existing use on the lot, or other physical constraint;
  - b. Adjacent to a minor tributary that serves primarily a surface water function and that may have only an intermittent flow. This provision includes situations where a watershed, subwatershed or environmental management plan exists but does not provide guidance on a minor tributary;
  - c. Adjacent to an existing top of bank where the regulatory flood line and the geotechnical limit of the hazard lands are within 15 metres from the existing top of bank [OMB decision #1754, May 10, 2006]
7. Where an exception to the setback is requested under ~~P~~policy 6, an alternate setback will be considered by the City in consultation with the Conservation Authority on the basis of a study that addresses the following criteria: [Amendment #96, February 22, 2012]
  - a. Slope of the bank and geotechnical considerations related to unstable slopes, as addressed in Council's Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004;
  - b. Natural vegetation and the ecological function of the setback area;

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- c. The nature of the abutting water body, including the presence of a flood plain;
- d. The need to demonstrate that there will be no negative impacts on adjacent fish habitat. [OMB decision #1754, May 10, 2006]
8. Notwithstanding policy 4, lot creation by subdivision may be considered which includes land within the required setback in Villages adjacent to a minor tributary that serves primarily a surface water function and that may have only an intermittent flow, subject to the following criteria:
  - a. Where slope stability is an issue, the lot area outside the geotechnical limit of hazard is sufficient to meet the required minimum lot size and Council's Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004 are satisfied; and
  - b. The lot area outside the setback is sufficient to accommodate all structures and water and wastewater services. [OMB decision #1754, May 10, 2006]
9. Notwithstanding policy 4, lot creation by subdivision may be considered which includes land within the required setback in the rural area outside Villages, subject to the following criteria:
  - a. Where slope stability is an issue, the lot area outside the geotechnical limit of hazard is sufficient to meet the required minimum lot size and Council's Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004 are satisfied; and
  - b. The lot area outside the setback is sufficient to accommodate all structures and water and wastewater services. [OMB decision #1754, May 10, 2006]
10. Notwithstanding policy 4, a lot created by severance in the rural area may include land within the required setback provided the criteria in policy 9 are satisfied. The new lot created by severance in the rural area should be located outside the setback to the extent possible. [OMB decision #1754, May 10, 2006]
11. Under the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation, pursuant to the *Conservation Authorities Act* of Ontario, the approval of the Conservation Authority is required for works such as site grading, the placement of fill, the alteration of existing channels of watercourses, and certain construction projects. The Conservation Authority should be consulted for any project near a lake, river, stream or wetland regarding the need for a permit. The Rideau Canal is a federal waterway and as such all shoreline and in-water works along the canal system will also require approval of Parks Canada. [Amendment #76, OMB File # PL100206, July 21, 2011]
12. Where development is proposed on private services, no septic tank or distribution piping may be located closer than 30 m from the normal high water mark of a river, lake or stream or other watercourse unless an alternative setback has been permitted by the City in consultation with the Conservation Authority, for example, as may be required for existing lots in the rural area. [OMB decision #1754, May 10, 2006]
13. An erosion and sediment control plan will be provided that shows how erosion on the site will be minimized during construction through application of established standards and procedures. Measures to maintain vegetative cover along the slope during and after construction will be addressed.
14. Natural watercourses should be maintained in their natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with an approved subwatershed plan, environmental management plan or a storm water site management plan or, in the case of public projects, through a Class Environmental Assessment, watercourse alterations must follow natural channel design. Watercourse alterations must also meet any other applicable provincial and federal regulations, as amended from time to time, such as the *Lakes and Rivers Improvement Act*, *Public Lands Act* and *Fisheries Act* and may require written approval from the appropriate Conservation Authority under the Fill, Construction and Alteration to Waterways regulations.
15. Development and site alteration will not be permitted in fish habitat except in accordance with federal and provincial requirements. Development applications near or adjacent to water bodies that provide fish habitat will be required to demonstrate that the proposed development will not have a negative impact on fish habitat. Fish habitat is defined as those areas on which fish depend directly or indirectly to carry out their life processes. Fish habitat includes spawning grounds, nursery and

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rearing areas, areas that supply food, and features that allow migration. In the event that a negative impact is unavoidable, the proposal must be reviewed and authorized by the federal Department of Fisheries and Oceans, or its designate, which may or may not, under the federal *Fisheries Act*, authorize the work depending on development circumstances and type of habitat. [Ministerial Modification 45, November 10, 2003] [Amendment #76, OMB File # PL100206, July 21, 2011.]

16. In addition to the provisions for setbacks described in this section, development proposals adjacent to municipal drains and other works under the *Drainage Act* must 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. Many drains also provide fish habitat. [Amendment #76, OMB File # PL100206, July 21, 2011.]
17. In support of the policies of this Plan, the City will:
  - a. Support initiatives of the Ontario Ministry of Agriculture and Food and Rural Affairs, other provincial ministries, farming organizations, Conservation Authorities and others, which encourage sound agricultural land management and soil conservation practices and other measures that minimize or eliminate the amount of pesticides, nutrients, silt and other contaminants that can enter the ground and surface water systems of Ottawa; [Ministerial Modification 46, November 10, 2003] [Amendment #76, OMB File # PL100206, July 21, 2011.]
  - b. Investigate means to control land alteration in significant wetlands and natural areas, and the removal of top soil and peat extraction, by applying the provisions of the *Conservation Authority Act*, or the *Municipal Act* as amended from time to time, in partnership with the Conservation Authorities;
  - c. When reviewing its own practices, serve as a model and ensure that the development of its properties and the provision of its infrastructure take advantage of opportunities to design with nature;
  - d. Initiate an annual recognition program to recognize innovative projects that design with nature.

#### 4.7.4 – Protection of Endangered and Threatened Species

Endangered and threatened species are those species listed under the regulations of the *Endangered Species Act 2007*. The significant habitat of these species is protected through *Endangered Species Act 2007* and through the policies of this Plan. Wildlife habitat generally is protected through environmental policies in this Plan.

Butternut (*Juglans cinerea*) is an endangered tree whose main threat is a fungal disease that kills the infected trees. Butternut trees have special policies under the Ontario Regulation 242/08 of the *Endangered Species Act 2007*, administered by the Ministry of Natural Resources. The identification of butternut (and other trees) on a site will be required under the policies in Section 4.7.2 of this Plan. Where butternut is identified, the health of the tree(s) will be assessed by a certified Butternut Health Assessor and a permit from the Ministry of Natural Resources is required to remove a healthy tree.

#### **Policies**

1. Endangered and threatened species are those listed under Ontario Regulation 230/08 of the *Endangered Species Act, 2007*.
2. Significant habitat of endangered and threatened species is defined as the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part of its life cycle. Significant habitat of endangered and threatened species will be identified by:
  - a. Regulations made under the *Endangered Species Act, 2007*;



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- b. An Environmental Impact Statement in areas where there is potential for significant habitat to exist; or,
  - c. Other studies as approved by the City and Ministry of Natural Resources (e.g., subwatershed studies or environmental management plans).
3. The Ministry of Natural Resources has mapped areas with potential for significant habitat, based on known occurrences of endangered and threatened species. These maps will be consulted during pre-consultation to determine the need for an EIS and its scope as described in Section 4.7.8. The requirements of the Environmental Impact Statement will vary depending on such matters as the scale of proposed development, the nature of the site, the availability of comprehensive studies for the area and other matters identified in Section 4.7.8.
4. Environmental Impact Statements that address the potential for significant habitat of endangered or threatened species will be reviewed by the Ministry of Natural Resources. The Ministry of Natural Resources will approve the extent of significant habitat for endangered and threatened species.
5. No development or site alteration, as defined in Section 4.7.8, will be permitted in significant habitat of endangered and threatened species. [Ministerial modification #50, December 24, 2009]
6. Development and site alteration will not be permitted within 120m of the boundary of identified significant habitat of endangered and threatened species unless the ecological function of the adjacent lands has been evaluated and the Environmental Impact Statement demonstrates that there will be no negative impact (as defined in Section 4.7.8) on the significant habitat of endangered and threatened species or on its ecological functions. [Ministerial modification #50, December 24, 2009] [Amendment #76, June 24, 2009]

#### **4.7.5 – Protection of Groundwater Resources**

In order to safeguard the integrity of groundwater resources, the City will ensure that new development can be accommodated within the system without affecting supplies available to other users. Some uses however, are not appropriate in areas where residents rely on groundwater and are more appropriately located in a fully serviced industrial park probably within the urban area.

[Amendment #76, August 04, 2010]

#### ***Policies***

1. When reviewing development applications, the City will consider the potential for impact on groundwater resources.
  - a. A groundwater impact assessment may be required where the City has identified that the lands play a role in the management of the groundwater resource or the need is indicated in other available information such as subwatershed plans or local knowledge, and
  - b. A groundwater impact assessment may be required where the proposed use has the potential to negatively impact the groundwater resource. [Amendment #76, August 04, 2010]In either case, the proposed use will not be permitted without a favourable impact assessment.
2. When evaluating a non-residential land-use in a rural land-use designation reliant on private, individual services, Council will consider whether or not it would be better located in a fully serviced part of the City because of its potential impact on groundwater quality and quantity. [Amendment #76, August 04, 2010]
3. Regardless of the provisions in policies 1 and 2 above, an application to amend the ~~z~~Zoning ~~b~~By-law to permit a high risk industrial use will not be permitted in the rural area. In this regard, high risk means an industrial use;
  - a. Which requires the use of water in an processing operation and;
  - b. Which has as a by-product water-borne wastes requiring municipal waste treatment. [Amendment #76, August 04, 2010]
4. Where wellhead protection areas have been identified, the policies in Section 4.8.2 will apply.

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### **4.7.6 – Stormwater Management**

The City's commitment to plan on a watershed and subwatershed basis is outlined in Section 2.4.3. The City will implement the recommendations of the watershed, subwatershed and environmental management plans through the implementation mechanisms of this Plan or other appropriate mechanisms. In reviewing applications, the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans.

#### ***Policies***

1. A stormwater site management plan will be required to support subdivision and site-plan applications.
2. Stormwater site management plans will be prepared in accordance with the guidance set out in a subwatershed or watershed plans (see Section 2.4.3). Generally, stormwater site management plans will include details on subdivision management, specific best management practices for stormwater, erosion and sediment control, and details for enhancement and rehabilitation of natural features. Where no subwatershed plan or environmental management plan exists, the City will review stormwater site management plans to ensure that:
  - a. Flows are not altered in a way that would increase the risk of downstream flooding or channel erosion in the receiving watercourse or municipal drain; [Amendment #76, August 04, 2010]
  - b. Base flow in the watercourse is not reduced;
  - c. The quality of water that supports aquatic life and fish habitat is not adversely affected;
  - d. The quality of water that supports water-based recreational uses is not affected;
  - e. Natural habitat linkages that are located in or traverse the site are maintained or enhanced;
  - f. Groundwater is not negatively impacted;
  - g. Any other impacts on the existing infrastructure or natural environment are addressed in a manner consistent with established standards and procedures;
  - h. Objectives related to the optimization of wet weather infrastructure management are realized.
3. In areas of intensification the City will encourage new development or redevelopment to incorporate on-site stormwater management and/or retention measures. Where onsite measure cannot be provided other alternative measures identified in the document 'Managing Capacity to Support Intensification and Infill' contained in Section 6 of the Infrastructure Master Plan may be considered. [Amendment #76, OMB File #PL100206, August 18, 2011]
4. Where insufficient stormwater and/or sewer capacity is available to support the development the proponent may be required to contribute to the advancement of any relevant sewer rehabilitation project of the City and/or undertake the rehabilitation of the sewer system on the City's behalf. [Amendment #76, OMB File #PL100206, August 18, 2011]

### **4.7.7 – Landform Features**

Landform features are geomorphic, geological and other landform features that are distinctive to Ottawa. Many of these features were described in a 1975 study *Geological Sites and Features in the Regional Municipality of Ottawa-Carleton*, undertaken in partnership with the Ministry of Natural Resources. The MNR has identified some of these features, such as Hog's Back Falls as provincially significant Earth Science Areas of Natural and Scientific Interest that are part of the City's natural heritage system. Geomorphic, Geological and Landform Features are shown on Schedule K. [Amendment #76, August 04, 2010]

#### ***Policies***

1. When reviewing development proposals or when designing or reviewing public works, the City will ensure that the educational, scientific and landscape value of the Geomorphic, Geological and

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Landform Features, as shown on Scheduled K, will not be impaired. Only permitted development that is sympathetic to the unique characteristic of the resource, its setting and its interpretation value will be considered. Earth Science ANSIs are subject to the policies of Section 2.4.2 [Amendment #76, August 04, 2010]

2. Development and site alteration within provincially significant Earth Science Areas of Natural and Scientific Interest or on land within 50m of these features will not be permitted unless it is demonstrated through an Environmental Impact Statement that there will be no negative impact on the feature or its ecological functions. These features are shown on Schedule K. Definitions of these terms and the policies regarding Environmental Impact Statements are provided in Section 4.7.8. [Amendment #76, OMB File # PL100206, Ministerial Modification # 51, July 21, 2011.]
3. The City will encourage the protection of other significant landform features, such as rock outcrops, escarpments, knolls, valley or other features identified in municipal subwatershed studies and community design plans. [Amendment #76, August 04, 2010]
4. When considering subdivision or site plan applications, the City will ensure the protection of landform features by encouraging owners or developers to implement such measures as:
  - a. Selective grading to minimize topographic change;
  - b. Orienting buildings and roads parallel to topographic contours;
  - c. Setting back development from the bottom and top of steep slopes;
  - d. Flexible setbacks;
  - e. Providing flexibility for road layouts and right-of-way requirements.

### **4.7.8 – Environmental Impact Statement**

Development within or adjacent to woodlands, wetlands, and other natural features has potential to impact the feature and its functions by removing vegetation, increasing the amount of paved or other impermeable surfaces, changing the grading of the site, or making other changes. The Environmental Impact Statement serves to identify the natural features of a site early in the development process and consider ways to avoid or mitigate these impacts, and enhance natural functions. [Amendment #76, OMB File # PL100206, April 26, 2012]

Almost all of the City's natural heritage system, defined in Section 2, is contained within areas designated as Rural Natural Features, Urban Natural Features, Significant Wetland, and Natural Environment Areas. The requirements for an Environmental Impact Statement for development proposed within Rural Natural Features or on lands adjacent to these designated areas are described in Section 3. An Environmental Impact Statement is also required for development proposed within or adjacent to significant woodlands, significant valleylands, significant wildlife habitat and other components of the natural heritage system, regardless of their designation in the Plan. [Amendment #76, OMB File # PL100206, Ministerial Modification #52, April 26, 2012]

#### ***Policies***

1. An Environmental Impact Statement is required for development and site alteration proposed within and adjacent to natural heritage features designated as Rural Natural Features and adjacent to land designated as Urban Natural Feature, Significant Wetland, and Natural Environment Area. It is also required for development and site alteration within or adjacent to other elements of the natural heritage system, as required in Section 2, that are not designated on Schedule A or B. [Amendment #76, OMB File # PL100206, April 26, 2012]
2. No development or site alteration will be permitted within the natural features described in policy 1 above, where permitted by the policies of this Plan, or on adjacent lands unless an Environmental Impact Statement indicates it will have no negative impact, defined as degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to

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single, multiple or successive development or site alteration activities. [Amendment #76, OMB File # PL100206, April 26, 2012]

3. Development is defined as creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include activities that create or maintain infrastructure authorized under an environmental assessment process; or works subject to the *Drainage Act*. [Amendment #76, OMB File # PL100206, April 26, 2012]
4. Site alteration is defined as activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. [Amendment #76, OMB File # PL100206, April 26, 2012]
5. Ecological function are defined as: the natural processes, products or services that living and nonliving environments provide or perform within or between species, ecosystems and landscapes, including biological physical and socio-economic interactions. [Amendment #76, OMB File # PL100206, Ministerial Modification #53, April 26, 2012]
6. The requirements for an EIS adjacent to natural heritage features designated on Schedule A and B in this Plan are described in Section 3. The requirements for an EIS adjacent to the significant habitat of endangered and threatened species and Earth Science Areas of Natural and Scientific Interest are described in Section 4. [Amendment #76, OMB File # PL100206, April 26, 2012]
7. Where significant woodlands, significant wildlife habitat, significant valleylands or other natural heritage features are not designated, development and site alteration will not be permitted for:
  - a. any development permitted under the policies of this Plan within the feature;
  - b. any development permitted under the policies of this Plan within 120 metres of the feature in the rural area;
  - c. any development permitted under the policies of this Plan within 30 metres of the feature in the urban area;unless an Environmental Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features or their ecological functions. [Amendment #76, OMB File # PL100206, Ministerial Modification #53, April 26, 2012]
8. The need for an Environmental Impact Statement and its scope will be confirmed through pre-application consultation with the City early in the development review process, based on a preliminary screening for natural environment features within and adjacent to the study area. Schedules L1, L2 and L3, aerial photographs, watershed and sub-watershed studies, field investigations and other information sources such as the Natural Heritage Information Centre may be consulted. The screening should consider the potential for endangered or threatened species habitat, significant woodlands, valley lands, wetlands and wildlife habitat that are not designated in the plan, in accordance with the Provincial Policy Statement definition of significant and the relevant identification and evaluation factors specified in the Natural Heritage Reference Manual for the Provincial Policy Statement [Amendment #76, OMB File # PL100206, Ministerial Modification #53, April 26, 2012] [Amendment #109, November 29, 2012]
9. There are different types of Environmental Impact Statements:
  - a. Full site-impact statements to assess the effects of large-scale development proposals, such as a subdivision proposal. They are prepared by a qualified professional with expertise in assessing impacts on the natural environment, but reviewed and approved by the municipality;
  - b. Impact statements for lands adjacent to Urban Natural Features where the emphasis will be on managing the interface or transition zone between urban developments and natural features in an urban context. This would include such concerns as surface drainage adjacent to the feature; natural infiltration and soft edges adjacent to features such as wetlands, wet meadows and moist forests; protection of woodland edges (drip-line setbacks, soil compaction, removal and stock-piling); and management of access and other potential issues related to uses along the edge of the feature;
  - c. Scoped site-impact statements to assess the potential impacts of smaller development proposals, such as single-lot severances, where impacts would be minor. A scoped impact study can be as simple as a checklist of matters to be addressed as part of the application process, and can be

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completed by the applicant. Scoped site-impact studies may also be appropriate to address the potential impacts of larger proposals if more detailed studies, such as a comprehensive impact study, are available.

10. No development or site alteration will be permitted within the natural features described in policy 1 above, where permitted by the policies of this Plan, or on adjacent lands unless an Environmental Impact Statement indicates it will have no negative impact, defined as degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities. [Amendment #76, OMB File # PL100206, July 21, 2011.]
11. Environmental Impact Statements will include:
  - a. A map drawn to scale identifying the location and extent of the feature, a description of the environmental values within the environmental feature or designation which could potentially be adversely affected by the proposed development, a description of the terrain/topography, vegetative cover and types, soil type and depth, and surface water movement patterns;
  - b. Where the potential for significant habitat of endangered and threatened species has been identified, a description of the habitat present on the site and its suitability for the specific endangered and threatened species that potentially may use the area, as required in Section 4.7.4. [Amendment #76, August 04, 2010]
  - c. A description of the proposed development;
  - d. A description of the impacts on the environmental feature that might reasonably be expected to result from the proposed development;
  - e. A description of the actions that may be reasonably required to prevent, change, minimize or mitigate impacts on the environmental feature as a result of the proposed development, including the identification of opportunities for ecological restoration, enhancement and long-term conservation of the feature;
  - f. A description of the flora and fauna present on the site and how the development may impact on the flora and fauna within the site or natural feature and proposed mitigation measures to be taken during and after construction;
  - g. An evaluation of the cumulative effects of the proposed development and other existing or proposed activities or development within or adjacent to the study area. For the purpose of this policy 'proposed activities or development' refers to applications that have been lodged with and which are waiting or have received City approval. The evaluation will assess residual effects following mitigation on the natural features and ecological functions identified in the area; [Amendment #76, OMB File # PL100206, April 26, 2012]
  - h. A professional opinion on whether negative effects on the natural features and ecological functions will occur, and the significance of these impacts in the context of the evaluation of the natural area (i.e., the natural features and functions for which the area was originally identified as significant and the residual impact of the proposed development on the general significance rating of the larger natural area);
  - i. Identification of monitoring needs and recognition of parties to be responsible for assessing and reporting on these needs over a prescribed period of time.

## **4.8 – 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. These hazards include contaminated sites, mine hazards, and land affected by noise. This Plan includes measures to protect people and new development from the impacts of these natural and human-made conditions. Lands impacted by these environmental conditions or constraints are identified on various schedules of this Plan. Some conditions, such as noise, may have impacts beyond the site and this Plan includes provisions designed to reduce off-site impacts as much as possible. In other cases, it is



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necessary to buffer specific land uses, such as airports and the transitway, which generate noise or vibration, from incompatible development on adjacent land in order to maintain the function of these areas.

Consideration will be given both to the site of a specific development proposal and other areas affected by the constraint when reviewing applications. The following table provides a summary of the studies/assessments required to assess a development application for sites that may be affected by development constraints.

See Section	Studies/Assessment Required	Where Required
3.8 [Amendment #76, August 04, 2010]	Risk Assessment	Within 500 metres of a former landfill [Ministerial Modification 47, November 10, 2003]
4.8.1	Review criteria	Flood plains designated on Schedule K
4.8.2	Protection of aquifer	Wellhead protection area designated on Schedule K
4.8.3	Geotechnical study	Everywhere to demonstrate the soils are suitable for development
4.8.3	Engineering study	Unstable soils designated on Schedule K or unstable bedrock [Amendment #76, August 04, 2010]
4.8.4	Phase 1 ESA	All subdivisions; all sites with potential contamination [Ministerial Modification 47, November 10, 2003]
4.8.5 [Amendment #76, August 04, 2010]	Evaluation safety hazard	On or adjacent to mine hazards and abandoned pits and quarries
4.8.6 [Amendment #76, August 04, 2010]	Noise control feasibility study; Noise control detailed study; Airport zoning requirements [Amendment #76, August 04, 2010]	Ottawa Airport Operating Influence Zone and Ottawa Airport Vicinity Development Zone designated on Schedule K [Amendment #76, August 04, 2010]
4.8.7 * [Amendment #76, August 04, 2010]	Noise study	Where noise-sensitive development is proposed within 500 metres of a freeway or 400-series provincial highway, 250 metres of an existing or proposed highway or light rail transit corridor, and within 100 metres of an existing or proposed arterial or major collector roadway or bus rapid-transit corridor. For all proposed noise-sensitive developments within 500 metres of a principal railway right-of-way or 250 metres from a secondary railway line or light rail transit corridor. Where a new noise-sensitive land use is

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See Section	Studies/Assessment Required	Where Required
		<p>proposed in areas affected by noise from existing stationary sources</p> <p>Where a proposed stationary source of noise will affect existing noise-sensitive land uses.</p> <p>Where the expansion or alteration of an existing stationary source of noise is proposed, or where a change of use of a stationary source is being proposed which could result in an increase in noise. [OPA 43, May 24, 2006]</p>
4.8.8 * [Amendment #76, August 04, 2010]	Vibration Study	<p>For all proposed vibration -sensitive developments within 75 metres of a railway right-of-way or light rail transit corridor. [OPA 43, May 24, 2006]</p>

\*Note for interpretation purposes, reference to light rail transit corridor or bus rapid transit corridor applies to any rail or bus corridor shown on Schedule D of this Plan, excluding Transit Priority corridors. [Amendment #76, August 04, 2010]

#### 4.8.1 – Flood Plains

The purpose of these policies is to reduce the potential for public cost or risk of injury, loss of life, property damage, and economic and social disruption, which may result directly or indirectly from development and other activities in flood plains. The policies also recognize the significant role that flood plains play in support of natural drainage systems. The overall intent is to limit development within the flood plain. In a few established communities, provision is made for some development within the flood fringe, where it has occurred in the past. [Amendment #76, OMB File # PL100206, Ministerial Modification #54, April 26, 2012]

##### Limits of the Flood Plain

1. The flood plain for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding during the one in 100-year flood and are designated on Schedule K. High points of land within a flooded area are considered part of the flood plain. [Amendment #76, OMB File # PL100206, April 26, 2012]
2. The extent of the one in 100-year flood will be determined by consulting flood plain maps prepared by the Mississippi Valley, Rideau Valley, and South Nation Conservation Authorities and, in conjunction with the Conservation Authorities, by considering other information such as land surveys and engineering drawings that may be pertinent. [Amendment #76, OMB File # PL100206, April 26, 2012]
3. The policies for flood plains also apply to areas where flood plains exist but are not mapped by the Conservation Authorities and are therefore not designated on Schedule K. Applicants may be required to undertake the necessary studies to delineate the extent of the flood plain in these instances. [Amendment #76, OMB File # PL100206, April 26, 2012]

##### Development Restrictions in the Flood Plain

4. The zoning of flood plains will reflect the restricted use of these lands as described in these policies. Development in the flood plain is regulated under the *Conservation Authorities Act* and, will require written permission from the appropriate Conservation Authority prior to a building permit from the municipality under the *Building Code Act*. [Amendment #76, OMB File # PL100206, Ministerial Modification #54, April 26, 2012]

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5. The City will not permit site alteration, meaning activities such as grading, excavation and the placing of fill that would change the landform and natural vegetative characteristics of a site, or development, meaning the creation of a new lot, a change in land use, or the construction of buildings and structures in the flood plain except for:
  - a. Facilities which by their nature must locate in the flood plain, such as bridges, flood and/or erosion control structures; [Amendment #76, OMB File # PL100206, April 26, 2012]
  - b. Minor additions and/or renovations to existing structures which do not affect flooding, and which are approved by the appropriate Conservation Authority; [Amendment #76, OMB File # PL100206, Ministerial Modification #54, April 26, 2012]
  - 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 and footprint as the existing building; and [Amendment #76, OMB File # PL100206, April 26, 2012]
    - ii. the new dwelling, in conjunction with any site alteration does not result in a negative effect on flooding; and [Amendment #76, OMB File # PL100206, April 26, 2012]
    - iii. the new dwelling and any associated site alteration are approved by the appropriate Conservation Authority. [Amendment #76, OMB File # PL100206, Ministerial Modification #54, April 26, 2012]
  - d. Passive non-structural uses which do not affect flood flows. [Amendment #76, OMB File # PL100206, April 26, 2012]
  - e. Uses permitted in the flood fringe in accordance with Policy 10 in Two-Zone Flood Plain Policy Areas below. [Amendment #76, OMB File # PL100206, April 26, 2012]
  - f. The severance of a lot containing an existing dwelling is permitted provided:
    - i. the severance does not eliminate safe access to the dwelling or the retained parcel during the regulatory flood event; and
    - ii. the designation permits a severance and all relevant policies are complied with.
6. Development, as defined in Policy 5, is prohibited in the flood plain for:
  - a. Uses associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding or failure of floodproofing measures or protection works, or erosion; [Amendment #76, OMB File # PL100206, April 26, 2012]
  - b. Essential emergency services such as fire, police, ambulance stations and electrical substations that could be impaired in the case of flooding or failure of flood protection works and/or erosion; and [Amendment #76, OMB File # PL100206, April 26, 2012]
  - c. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances and outdoor industrial storage. [Amendment #76, OMB File # PL100206, April 26, 2012]

### **Two-Zone Flood Plain Policy Areas**

7. A limited number of Two-Zone Flood Plain Policy Areas are designated on Schedule K. In these areas, the flood plain is divided into two zones: a floodway and a flood fringe. 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. [Amendment #76, OMB File # PL100206, April 26, 2012]
8. Under the Two-Zone concept, the floodway and the flood fringe are defined as follows:
  - a. The floodway is the hazardous portion of the flood plain where flood depths and/or velocities are considered to be such that they pose a significant threat to life and/or property. The floodway is generally defined as the area required for the safe passage of flood flows. In all circumstances, the delineation of the floodway will be approved by the relevant Conservation Authority based upon depth and velocity parameters and the required technical studies. [Amendment #76, OMB File # PL100206, April 26, 2012]

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- b. The flood fringe means the portion of the flood plain outside the floodway as defined by the relevant Conservation Authority, where depths and velocities of flooding are generally less severe than those experienced in the floodway. [Amendment #76, OMB File # PL100206, April 26, 2012]
9. The City may consider the designation of additional Two-Zone Flood Plain Policy Areas. This would 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. Also, this would only be in areas of existing flood prone development, and provided all of the following are demonstrated through the appropriate technical studies: [Amendment #76, OMB File # PL100206, April 26, 2012]
  - a. Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards; [Amendment #76, OMB File # PL100206, April 26, 2012]
  - b. Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies; [Amendment #76, OMB File # PL100206, April 26, 2012]
  - c. New hazards are not created and existing hazards are not aggravated; and [Amendment #76, OMB File # PL100206, April 26, 2012]
  - d. No adverse environmental impacts will result. [Amendment #76, OMB File # PL100206, April 26, 2012]
10. Once the Two-Zone Flood Plain Policy Area is designated, development and site alteration as defined in Policy 5, but excluding lot creation, may be considered in the flood fringe in accordance with the underlying Official Plan designation shown on Schedules A and B of the Official Plan, provided that the conditions in Policy 9 are met to the satisfaction of the City and the relevant Conservation Authority. [Amendment #76, OMB File # PL100206, April 26, 2012]
11. Permitted uses in the floodway portion of the Two-Zone Policy Areas shall be the permitted uses identified in Policy 5. [Amendment #76, OMB File # PL100206, April 26, 2012]

#### **Exception**

12. Notwithstanding policy 5 above, parking and drive aisles, and associated site alteration may be considered within the regulatory flood plain of the Carp River for the properties municipally known as 3725 (3719, 3715, 3711) Carp Road in order to permit redevelopment in accordance with the Community Design Plan (CDP) for the Village of Carp. Measures will be taken to ensure existing impacts to the riparian corridor are improved to the satisfaction of the City of Ottawa and the Conservation Authority. [Amendment #76, OMB File # PL100206, April 26, 2012]

#### **4.8.2 – Wellhead Protection**

A wellhead protection area is the surface and subsurface area surrounding a well supplying a public water system, through which contaminants are reasonably likely to move forward and reach the well. The City has undertaken studies and defined wellhead protection areas for City-owned well sites. The studies define the wellhead protection areas, capture zones and recharge zones for each well. Where Wellhead Protection Areas have been identified within the City of Ottawa they are designated on Schedule K.

#### **Policies**

1. Planning applications for uses within wellhead protection areas will be reviewed to assess the level of risk to a municipal water supply. [Amendment #76, August 04, 2010]
2. The Zoning By-law will restrict land uses that have the potential to cause contamination of the groundwater resource in areas identified on Schedule K as Wellhead Protection Areas. . [Amendment #76, August 04, 2010]
3. Wellhead protection areas, for municipal wells located in the municipalities of Mississippi Mills and North Grenville, project in to the City of Ottawa and are shown on Schedule K. As part of the review

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of any development requiring approval under the *Planning Act*, within these areas, the City will consult with the concerned municipality. . [Amendment #76, August 04, 2010]

#### 4.8.3 – Unstable Soils or Bedrock

Unstable soils or bedrock could be unsafe or unsuitable for development and site alteration due to natural hazards or risk of damage to the structures built on these soils or bedrock. Unstable soils include organic soils, sensitive marine Leda clays and unstable slopes. Unstable bedrock includes Karst topography. Steep slopes are often associated with unstable soils. Organic soils are identified on soils maps prepared by the Ontario Institute of Pedology. Areas affected by the environmental constraints of Organic Soils are designated on Schedule K. There are other areas where unstable soils and unstable bedrock may exist but that are not designated on Schedule K. The policies apply in either case.

This Plan contains policies to:

- Minimize the hazard risk from threat of injury and loss of life, property damage and distress caused by unstable soils resulting in foundation stress caused by differential settlement, or slope failure or landslide, and
- Facilitate safe and compatible land uses and development on sites where hazard risk has been minimized.

[Amendment #76, August 04, 2010]

#### Policies

1. Applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development.
2. The City will not permit development, meaning the creation of a new lot, an amendment to the ~~z~~Zoning ~~b~~By-law, change in land use, or the construction of buildings and structures in areas with Unstable Soils or Unstable Bedrock where the use is:
  - a. an institutional use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency associated with soil instability;
  - b. essential emergency services such as that provided by fire, police and ambulance stations and electrical substations that could be impaired in the case of soil instability;
  - c. uses associated with the disposal, manufacture, treatment or storage of hazardous materials; or
  - d. outdoor industrial storage
3. Notwithstanding policy 2 above, for uses other than those listed in policy 2, the City will review applications for site plan, plan of subdivision, condominium and consent in areas designated as having unstable soils, or in other areas where there is evidence of unstable soils or unstable bedrock, using the following criteria:
  - a. There is sufficient soils and engineering information (obtained using established standards and procedures) to indicate that, although the site is identified as having unstable soils or unstable bedrock, it is in fact suitable or can be made suitable for development;
  - b. Alterations to the site will not cause adverse environmental effects or aggravate the hazard elsewhere.
  - c. Vehicles and people have a way of safely entering exiting the area during times of erosion and other emergencies; and [Ministerial Modification 48, November 10, 2003][Amendment #96, February 22, 2012]

#### 4.8.4 – Contaminated Sites [Amendment #40, April 26, 2006]

Potentially contaminated sites are sites where the environmental condition of the property (soil and/or groundwater) may have potential for adverse effects on human health, ecological health or the natural



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environment. In order to prevent these adverse effects, it is important prior to permitting development on these sites, to identify these sites and ensure that they are suitable or have been made suitable for the proposed use in accordance with provincial legislation and regulations.

While the identification of potentially contaminated sites is important in the planning application review process, the policies in this section should not be interpreted as a commitment on the part of the City of Ottawa to identify all contaminated sites or properties. Rather, the objective of the City of Ottawa is to responsibly utilize available information in the development application review process in order to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site.

#### Policies

1. The City will require applicants to document previous uses of a property or properties that are subject of a development application and/or properties that may be adversely impacting the property that is subject of a development application in order to assist in the determination of the potential for site contamination.
2. The City will require an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 1 Environmental Site Assessment (ESA) has been completed in accordance with Ontario Regulation 153/04, as amended from time to time, as follows:
  - a. For all applications for proposed plans of subdivision;
  - b. For all other development applications under the *Planning Act* where a property or properties have been identified through the City's development review process as potentially contaminated due to previous or existing uses on or adjacent to the property.A Phase I ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site.
3. Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the *Planning Act* may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time. A Phase 2 ESA provides a sampling and analysis of the property to confirm and delineate the presence of soil or groundwater contamination at the site or confirm the absence of contamination at the site.
4. For a property or properties that have been identified through the City's development review process as potentially contaminated due to previous or existing uses on or adjacent to the property and where the City determines that there is a proposed change in land use to a more sensitive use, the City will:
  - a. Require as a condition of development approval, verification to the satisfaction of the City from a qualified person as defined by provincial legislation and regulations, that the property or properties in question are suitable or have been made suitable for the proposed use in accordance with provincial legislation and regulations, including where required by the City, or provincial legislation and/or regulations:
    - i. Filing by the property owner of a Record of Site Condition (RSC) signed by a qualified person in the Environmental Site Registry,
    - ii. Submission to the City of a Declaration signed by the qualified person acknowledging that the City may rely on the statements in the RSC, and,
    - iii. Submission by the property owner to the City of proof that the Ministry of Environment (MOE) has acknowledged receipt of the RSC;
  - b. Establish conditions of development approval to ensure receipt of satisfactory verification of suitable environmental condition as per Policy 4 a.;
  - c. Where applicable, utilize the holding provisions of the *Planning Act* to ensure receipt of satisfactory verification of suitable environmental condition as per Policy 4 a.

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5. Where an RSC has been made a condition of planning approval, a building permit may be issued in regard to a property or properties on a phased basis to allow for site assessment and remediation/risk management.
6. Where the City is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purpose, the City may require, as a condition of transfer, verification to the satisfaction of the City from a qualified person as defined by provincial legislation and regulations, that the property or properties in question are suitable or have been made suitable for the proposed use in accordance with provincial legislation and regulations, including where required by the City or provincial legislation and/or regulations, filing by the property owner of a Record of Site Condition (RSC) signed by a qualified person in the Environmental Site Registry, and submission by the owner to the City of proof that the MOE has acknowledged receipt of the RSC.
7. For instances where contamination from a property or properties extends onto a City right-of way and filing of a RSC in the Environmental Site Registry is not possible, the City may issue a building permit in regard to this property or properties on a phased basis contingent on the execution and implementation of an Off-Site Management Agreement or Remedial Action Plan that remediates/manages contamination in the right-of-way to the satisfaction of the City.
8. Where a gasoline station site is being redeveloped and there is no change in use to a more sensitive use, the City will require that a letter of continued use from the Technical Standards and Safety Authority be provided. For instances where contamination extends onto a City right-of way, the City will require that an Off-Site Management Agreement and Remedial Action Plan be implemented to the satisfaction of the City prior to issuance of the building permit.
9. The City will not consider an RSC as acknowledged by the MOE until either:
  - a. It has been confirmed that the RSC will not be audited by the MOE; or,
  - b. It has been confirmed that the RSC has passed the MOE audit. [Amendment #40, April 26, 2006]

#### 4.8.5 – Mine Hazards and Abandoned Pits and Quarries

Mine hazards are any feature of a mine defined in the *Mining Act* or any related disturbance of the ground that has not been rehabilitated. These hazards may pose a threat of injury and loss of life if they are not rehabilitated or mitigated. Abandoned pits and quarries are defined as an area of land not previously licensed or permitted under the *Aggregate Resources Act* from which aggregate has been removed, leaving it in a form that is derelict, unproductive or incompatible with the surrounding landscape.

This Plan contains policies that require development on or abutting lands affected by Mine Hazards and Abandoned Pits and Quarries to address and mitigate known or suspected hazards. [Amendment #58, December 07, 2007]

#### Policies

1. The City will require applicants for site plan, plan of subdivision and consent to indicate that they are satisfied that the previous uses of the property have been assessed and have not identified any former mine sites or abandoned pits and quarries on or adjacent to the site. Any assessment of the property will include reference to the Abandoned Pits and Quarries Inventory completed by the Ministry of Natural Resources and information regarding abandoned mine sites documented by the Ministry of Northern Development and Mines.
2. Where a Mine Hazard or Abandoned Pit or Quarry exists, the City will require development applications to be supported by a study that:
  - a. Identifies any potential safety hazard;
  - b. Demonstrates that the site can be rehabilitated to mitigate the known or suspected hazard;
  - c. Establishes measures to address and mitigate known or suspected hazards; [Amendment #58, December 07, 2007]

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## ***Review of Development Applications***

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3. Development on or abutting lands affected by mine hazards may be permitted only if measures to address and mitigate known or suspected hazards are underway or have been completed.  
[Amendment #58, December 07, 2007]

#### **4.8.6 – Land-Use Constraints Due to Airport and Aircraft Operations**

The Ottawa Macdonald-Cartier International Airport (OMCIA) contributes considerably to the economic well-being of the National Capital Region by providing a full-service, commercial aviation passenger terminal and airfield system for the benefit of area residents and local businesses alike. Part and parcel of the OMCIA's operational and business success is its ability to accommodate passenger aircraft and air cargo carriers 24 hours a day, seven days a week. It is therefore paramount that the economic viability of the Ottawa's international airport be protected from incompatible development.

At the same time, new communities must be planned and then built so that residential and noise-sensitive land uses are protected from the adverse effects of aircraft noise and also developed in compliance with federal aerodrome standards or applicable airport zoning regulations, whichever case applies. Key to developing safe and healthy communities in the vicinity of the airport is therefore planning for land uses that are compatible with and protect the long-term operation and economic role of the OMCIA. Protection of airport from incompatible land uses and activities is achieved by:

- Prohibiting new residential development and other noise sensitive uses above the 30 Noise Exposure Forecast (NEF)/ Noise Exposure Projection (NEP) contours;
- Imposing building standards on residential and other noise sensitive development between the 25 NEF/NEP and 30 NEF/NEP contours to reduce the impact of aircraft noise indoors;
- Ensuring building heights and natural vegetation respect airport obstacle limitation surfaces as established by federal aerodrome standards or airport zoning regulations, whichever case applies;
- Developing land uses and managing activities in a manner that reduces the attractiveness of these to bird species and populations that are hazardous to aircraft operations;
- Restricting land uses, activities and the use of building materials that interfere with the performance of navigation aids and telecommunication; and
- Developing land uses and managing activities in a manner that will not increase wildlife presence and elevate risks to aviation operations.

#### **Ottawa Macdonald-Cartier International Airport Operational Conditions:**

Aviation related resource materials relied upon by Transport Canada and Airport Authorities across Canada to identify areas around airports that require protection include noise contours, Airport Zoning Regulations, the Ministry of Environment Noise Assessment Criteria in Land Use Planning LU-131 (Ontario specific), and two federal publications referred to as TP 312 titled Aerodrome Standards and Recommended Practices and TP 1247E titled Land Use in the Vicinity of Airports.

For the OMCIA, the 2013 NEF contours, the 2023 NEP contours and the Ottawa Airport Zoning Regulations have been used in this Plan to identify two zones around the airport that are affected by aviation operations: the 'Airport Operating Influence Zone' (AOIZ); and the 'Airport Vicinity Development Zone' (AVDZ).

The impacts of airport operations on land use typically result in two categories of constraints on development: aircraft noise; and Airport Zoning Regulations. A third and more recent category is wildlife management the focus of which is to reduce risks to airport activity as a result of bird and wildlife movement in areas peripheral to the airfield system.

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### **a) Aircraft Noise**

The types of land uses that are compatible with noise levels in the vicinity of the airport are determined through reference to federal guidelines (TP 1247E) based on the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) system. This system uses noise contours to graphically display the expected level of annoyance within specific areas around airports. The OMCIA's NEF and NEP contours were revised in 2005 to reflect current airport operations and project the impact of aircraft noise associated with future conditions and volumes of air traffic. These are as illustrated on the 2013 NEF map and the 2023 NEP map prepared by the Ottawa Macdonald-Cartier International Airport Authority. The 30 NEF/NEP and the 25 NEF/NEP contours are used to identify the limits of two areas where land uses are either restricted, as in the former case, or subject to development constraints due to aircraft noise, as in the latter case. The more restrictive of either the NEF or the NEP is generally used to define the limit of each affected area.

Noise-sensitive land uses are considered housing, institutional uses and public facilities. Specific examples include, but are not limited to, retirement homes, campgrounds, hospitals, places of worship, schools, day care facilities, long-term care facilities, libraries, auditoriums and community centres. Hotels and motels are also noise-sensitive land uses, but they are treated differently from other such uses because they benefit from convenient access to the airport and the impact of noise on people is reduced by the short duration of most visits.

#### i. Airport Operating Influence Zone

The boundary of the Ottawa 'Airport Operating Influence Zone' (AOIZ) is based on the most restrictive of either the 30 NEF and NEP contours (the 30 NEF and NEP noise composite line). Within this area, residential and noise sensitive development is not permitted. Notwithstanding, very limited residential infill and redevelopment may occur when strictly in keeping with the policies established below.

The border delimiting the Ottawa Airport Operating Influence Zone, as shown on Schedule K, has been drawn to coincide with physical features such as roads, creeks, rail lines, and lot lines where possible. The identified boundary of the zone is not subject to interpretation and its precise location should be read from a map at a scale of 1:50 000 available from the City of Ottawa and the Ottawa International Airport Authority.

The Ottawa Airport Operating Influence Zone also captures lands that are subject to the Ottawa Airport Zoning Regulations (OAZRs). Both noise-sensitive and non noise-sensitive uses are required to comply with the provisions of the OAZRs in effect under the federal *Aeronautics Act*.

#### ii. Airport Vicinity Development Zone

The boundary of the Airport Vicinity Development Zone (AVDZ) is based on the more restrictive of either the 25 NEF and NEP contours (the 25 noise composite line) as well as the 'Outer Limitation' and 'Bird Hazard Zone' boundaries as defined by the Ottawa Airport Zoning Regulations.

The boundary of the AVDZ has been drawn to coincide with physical features such as roads, creeks, rail lines, and lot lines where possible, as shown on Schedule K, and is not subject to interpretation. The lands within the 'Airport Vicinity Development Zone' are constrained by the Ottawa Airport Zoning Regulations and impacted by aircraft noise within the area defined by the 25 noise composite line and the AOIZ.

Annex 10 shows the boundaries of the 25 NEF and NEP composite line and the Ottawa Airport Zoning Regulations, and illustrates how the two combine to make up the boundary of the Airport Vicinity Development Zone. Noise-sensitive uses are permitted between the 25 NEF/NEP noise composite line and the boundary of the Ottawa Airport Operating Influence Zone provided the noise is attenuated. Where residential and noise sensitive uses are proposed these are subject to the preparation of a Noise Control

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Detailed Study and implementation of the noise study recommendations that result. In the case of residential subdivision development the Prescribed Measures to Address Aircraft Noise, as amended from time to time, will apply. Noise-sensitive uses are permitted outside the boundary of the 25 NEF/NEP composite without attenuation, although the Ottawa Airport Zoning Regulations may apply.

#### **b) Airport Zoning Regulations**

The Airport Zoning Regulations apply to all lands, including public road allowances adjacent or in the vicinity of the airport. They are comprised of ~~four~~ **three** categories of restrictive clauses relating to building heights, interference with communication, natural growth and bird hazard. The regulations are the means through which to:

- i. limit the height of new buildings, structures and objects, including natural growth,
- ii. prohibit ~~within the Outer Limitation Surface~~, electronic interference with any signal or communication to or from an aircraft or any facility used to provide services to aeronautics; and
- iii. restrict land uses and activities which attract birds that create a hazard to aviation activity.

The Airport Zoning Regulations also apply to lands outside of the 'Airport Vicinity Development Zone' where these lay within the runway approach surfaces. Mapping is available from the Ottawa International Airport Authority to determine the precise location of affected areas. Development within those areas will be subject to the building height provisions of the regulations.

Annex 10 shows the boundaries of the 'Airport Operating Influence Zone' and the 'Airport Vicinity Development Zone'.

#### **c) Wildlife Management**

New Canadian Aviation Regulations in effect since December 2006 outlines requirements for 'Airport Wildlife Planning and Management'. The OMCIAA has accordingly prepared and implements a Wildlife Management Plan the purpose of which is to establish a management strategy for both lands on and in the vicinity of the airport. Key to the success of the Plan's program of actions is habitat management. The OMCIAA monitors wildlife movement and proposed land uses, municipal infrastructure projects and activities that could result in the creation or enhancement of habitat and by extension risk to aviation operations. Mapping is available from the Ottawa International Airport Authority to determine the general location of affected areas.

#### **General Aviation**

General aviation airfields at the OMCIAA, Carp, and Rockcliffe also contribute to economic development within the City by providing facilities that accommodate private aviation activity, flight schools and aviation related businesses. The business health of general aviation at OMCIAA, Carp and Rockcliffe airports will also be protected from incompatible development.

[Amendment #76, September 09, 2011]

### ***Policies***

#### **Aircraft Noise – Ottawa Macdonald-Cartier International Airport**

1. Land impacted by the operation of the airport is identified on Schedule K as the Ottawa Airport Operating Influence Zone and the Airport Vicinity Development Zone. These zones have been identified in order to protect the economic potential of the city's airports as well as protect residents from the adverse impacts of unacceptable levels of noise. Review of development applications in these zones will be guided by the Transport Canada manual TP1247E - Land Use in the Vicinity of Airports and the Ministry of Environment Noise Assessment Criteria in Land Use Planning LU-131, as amended periodically.



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2. A noise control study may be required for any development proposal at or above the 25 line as mapped along physical features. A noise control study includes, but is not limited to: [Amendment #76, September 09, 2011]
  - a. Consideration of all airport noise sources, including noise produced by aircraft run-ups and taxiing, the reverse thrust noise produced by landing aircraft, and helicopter noise;
  - b. Consideration of noise from sources other than the airport, including roads, rail lines and industry;
  - c. Details of the assessment methods, results, and recommendations for noise control measures, and provisions for how the measures will be secured through the conditions of approval of plans of subdivision and condominium, site plan or severance applications. [Amendment #36, November 30, 2005]
3. Within the Ottawa Airport Operating Influence Zone, new residential development and other noise-sensitive land uses will be prohibited. [Amendment #36, November 30, 2005] [Amendment #76, September 09, 2011]
4. Notwithstanding policy 3, exceptions may be considered to permit limited development under the following circumstances: [Amendment #76, September 09, 2011]
  - a. The redevelopment of existing residential and other noise-sensitive land use;
  - b. Infilling of residential uses; [Amendment #76, September 09, 2011]
  - c. Hotels and motels. [Amendment #36, November 30, 2005]
5. Further to policy 4, redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses will only be permitted when the following conditions are met:
  - a. Infill development:
    - i. is minor in nature and the new (lot(s) is created by severance;
    - ii. does not require a plan of subdivision to ensure proper and orderly development as intended by Section 53(1) of the *Planning Act*;
    - iii. fronts on an existing public road;
    - iv. meets the requirements of the Zoning By-law and all the provisions of this Plan;
    - v. does not require a Zoning By-law amendment to create the lot(s); and
    - vi. is not at or within the 35 NEF/NEP contour.
  - b. Redevelopment of existing residential or other noise-sensitive land uses;
    - i. the land fronts a public road that is maintained year round;
    - ii. the land is an existing lot that was created under the *Planning Act* prior to May 14, 2003;
    - iii. the land is permitted in the Zoning By-law and is in accordance with all the provisions of this Plan;
    - iv. a change to the ~~z~~Zoning ~~b~~By-law is not required; and
    - v. the development or use is not at or within the 35 NEF/NEP contour.

This policy is not to be interpreted so as to require a change in the provisions of the ~~z~~Zoning ~~b~~By-law for 4120-L Riverside Drive in effect on May 14, 2003. [Amendment #76, Ministerial Modification #55, September 09, 2011]
6. Further to policy ~~34~~, a detailed ~~impact noise~~ study will be required for any redevelopment of existing residential and other noise-sensitive land uses and infilling of residential uses. Development of hotels or motels will only be permitted where it can be demonstrated that such land uses are highly desirable in terms of the location and the attributes of the site. [Amendment #76, September 09, 2011]
7. Within the Airport Vicinity Development Zone, noise-sensitive uses will be permitted between the 25 line as mapped along physical features and the boundary of the Ottawa Airport Operating Influence Zone, subject to the policies elsewhere in this Plan, provided appropriate noise attenuation measures are in place. Subdivision, part lot control, site plan control and consent applications for residential and noise-sensitive uses require either; [Amendment #76, September 09, 2011]
  - a. A detailed noise control study that includes recommendations for noise control measures to meet provincial criteria, as outlined in LU-131 Noise Assessment Criteria in Land Use Planning; or,
  - b. Application of the *Prescribed Measures to Address Airport Noise* prepared in July, 1998 by area municipalities, homebuilders and the Ottawa Macdonald-Cartier International Airport Authority.

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These measures apply only to typically-built residential tract housing. [Amendment #36, November 30, 2005]

8. Proposed development in the vicinity of the Ottawa International Airport will comply with the Ottawa Airport Zoning regulations, enacted under the *Aeronautics Act*. The zoning regulations can be examined at the Land Registry Office. [Amendment #36, November 30, 2005] [Amendment #76, September 09, 2011]
9. Proposed land uses, municipal infrastructure projects and activities in the vicinity of the Ottawa International Airport will be reviewed against the OMCIAA's Wildlife Management Plan. Development conditions and best practices may be required to limit the attractiveness to wildlife to reduce the risk of wildlife conflict with airport operations. [Amendment #76, September 09, 2011]

#### **Operational Conditions – Carp and Rockcliffe Airports**

10. Carp and Rockcliffe Airports are shown on Schedule K. Proposed development in the vicinity of Carp and Rockcliffe airports will comply with TP 312 titled Aerodrome Standards and Recommended Practices affecting building heights. [Amendment #76, September 09, 2011]
11. No noise-sensitive uses will be permitted above the 30 NEF and 30 NEP contour lines.
12. Development applications that propose noise-sensitive land uses between the 25 NEF and 25 NEP and the 30 NEF and 30 NEP contours require a detailed noise control study. [Amendment #12, September 8, 2004]

#### **4.8.7 – Environmental Noise Control** [Amendment #43, May 24, 2006]

The intent of this Plan is to protect residents and their property from noise levels that exceed the noise level criteria adopted by Council. As a general approach, potential noise problems are best addressed through land use planning approaches that separate noise-generating uses from housing and other noise-sensitive land uses. A noise-sensitive land use is any type of land use where environmental noise is likely to cause an adverse effect or material discomfort whether inside or outside of a building.

Examples of sensitive land uses include:

- Residential developments;
- Seasonal residential developments;
- Hospitals, nursing/retirement homes, schools, day-care centres;
- Other land uses that contain indoor and/or outdoor areas and spaces where intruding noise may create an adverse effect.

Noise studies may be required for proposed development adjacent to transportation corridors and stationary sources of noise, as well as around the Ottawa International Airport. Section 4.8.7 provides detailed policies on development near the airport, including restrictions on specific noise-sensitive uses.

As the city matures and redevelops, noise becomes a potential problem in three situations:

- Where new noise-sensitive uses are proposed adjacent to existing sources of noise;
- Where a new noise source is proposed adjacent to existing noise-sensitive uses, for example through a change in land use that introduces a stationary noise source;
- Where an expansion or alteration of an existing noise sources is proposed adjacent to existing noise-sensitive uses.

In these situations, noise studies may be required to determine whether the proposed development can meet the noise level criteria adopted by Council. Where noise studies indicate that the noise level criteria may be exceeded, mitigation measures will be required as conditions of approval for site plans and plans of subdivision.

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Council has adopted Environmental Noise Control Guidelines to implement its noise control policies. These guidelines are aligned with the Ministry of the Environment's policies on noise assessment in land use planning. The guidelines contain Council's noise level criteria within the city. The noise level criteria vary depending on several factors, including the source of noise - road, rail, aircraft and stationary sources of noise. Other factors include the time of day and whether the noise is measured indoors or outdoors. The guidelines also specify the study requirements for new noise-generating sources proposed near noise-sensitive land uses, with reference to Ministry of Environment policies, guidelines and procedures.

Study requirements in this Plan also include requirements set for proposed noise-sensitive development adjacent to light-rail corridors and bus transitways. Schedule D of this Plan shows the Rapid Transit Network, including the existing bus transitway, the O-Train, and future rapid transit corridors. Where the policies in this section refer to a "light rail transit corridor", the policies will apply to rapid transit corridors shown on Schedule D. Policies for light rail corridors also apply to the O-Train. Exceptions may be made where Council has approved an Environmental Assessment that has determined that the corridor is to be used for a bus transitway. [Amendment #43, May 24, 2006] [Amendment #76, August 04, 2010]

#### Typical Sound Level Examples

Common Sources	Typical Sound Level	Typical Reaction
	0	Threshold of hearing
Very soft sound	10	Barely audible
Radio station/studio	20	
Rustling of leaves	20	
Country home	30	Very quiet
Soft whisper at 5 feet	30	
Provincial Indoor Bedroom Criteria for Road Noise	40	A reasonably quiet bedroom
Public library	40	Quiet
Quiet office or living room	40	
Provincial Indoor Living Room Criteria for Road Noise	45	A reasonably quiet living room
Moderate rainfall	50	Speech interference
Inside average urban home	50	
Quiet street	50	
Washing machine	47 to 73	
Light car traffic at 50 feet	55	
Provincial Outdoor Objective in New	55	A reasonably quiet backyard in an urban area

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Common Sources	Typical Sound Level	Typical Reaction
Outdoor Living Areas		
Normal conversation at 3 feet	60	Intrusive
Noisy office	60	
Typical Objective for Retrofit Sound Barriers along Roadways	60	Maximum allowable objective for new residential backyards
Noisy restaurant	70	Telephone use difficult
Loud singing at 3 feet	75	
Coffee mill	75 to 79	
Tractor at 50 feet	78 to 95	
Busy traffic intersection	80	
Electric typewriter	80	
Electric lawn edger	81	
Typical Objective for Occupational Noise in the Work Place	85	Potential hearing damage (8 hrs.)
Bus or heavy truck at 50 feet	88 to 94	Very annoying
Jackhammer	88 to 98	
Loud shout	90	
Freight train at 50 feet	95	
Modified motorcycle	95	
Jet taking off at 2000 feet	100	
Amplified rock music	110	Maximum vocal effort
Jet taking off at 200 feet	120	Threshold of pain
Air-raid siren	130	

[Amendment #43, May 24, 2006]

### Noise From Transportation Sources

The noise level criteria for road, rail and buses in the Environmental Noise Control Guidelines (ENCG) are based on the criteria in MOE Guidelines. The maximum noise level criteria for noise from transportation sources are as follows:

- Leq 16 hour – 55 dBA (day)
- Leq 8 hour – 50 dBA (night) [Amendment #43, May 24, 2006]

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### ***Policies***

#### **Rail Noise and Vibration**

1. The City will require a detailed noise study for all proposed noise-sensitive developments within 500 metres of a principal railway right-of-way or 250 metres from a secondary railway line and will require noise mitigation where necessary, as a condition of approval. [Amendment 43, May 24, 2006]
2. The City will also require a vibration study for all proposed vibration-sensitive developments within 75 metres of a railway right-of-way. [Amendment #43, May 24, 2006]

#### **Road and Rapid-Transit Corridor Noise**

3. The City will require a detailed noise-control study where the widening or construction of an arterial road, major collector road or a rapid-transit corridor identified on Schedules D, E, F, G and H is proposed. The Environmental Noise Control Guidelines set the requirements for these projects. [Amendment #43, May 24, 2006]
4. The City will require a noise study where new noise-sensitive development is proposed within 500 metres of a freeway or 400-series provincial highway, 250 metres of an existing or proposed provincial highway or light rail transit corridor, and within 100 metres of an existing or proposed arterial or major collector roadway or bus transitway, as identified on Schedules D, E, F, G and H. [Amendment #43, May 24, 2006]
5. The City will require a vibration study for all proposed vibration-sensitive developments within 75 metres of an existing or proposed light rail transit corridor. [Amendment #43, May 24, 2006]
6. Where noise-sensitive development exists adjacent to a public road or existing rapid-transit infrastructure as identified on Schedules D, E, F, G and H and where the residents of this development raise the issue of noise as a concern, the City may consider construction of a noise barrier under its Local Improvement Policy, according to criteria in the Environmental Noise Control Guidelines. Owners of land abutting directly on the local improvement 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 City Council. [Amendment #43, May 24, 2006]

#### **Noise from Stationary Sources**

Based on MOE guidelines, stationary sources of noise are defined as all sources of sound and vibration, whether fixed or mobile, that exist or operate on a premises, property or facility, the combined sound and vibration levels of which are emitted beyond the property boundary of the premises, property or facility, unless the source(s) is (are) due to construction. Typical individual sources of noise include generators, fans or commercial air conditioners. Industrial facilities and other facilities that include more than one source of noise are considered as a single source, for the purposes of a noise study. Other facilities that are considered as stationary sources of noise include snow disposal sites, car washes, motor vehicle maintenance and repair facilities, and transit terminals. Sources of noise excluded from stationary sources, in accordance with MOE guidelines, include construction activities, gas stations, music and people noise, and retail facilities such as convenience stores where goods are delivered infrequently.

The assessment and mitigation of noise impacts from stationary sources is complex because stationary source noise involves a broad range of land uses and activities. For this reason, the Environmental Noise Control Guidelines are aligned with the Ministry of the Environment's *Noise Assessment Criteria in Land Use Planning (Publication LU-131)* for new noise-sensitive development, and *Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban) (NPC-205)*, and *Sound Level Limits for Stationary Sources in Class 3 Areas (Rural) (NPC-232)* for new sources of stationary noise.



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The noise level criteria for sources of stationary noise in the ENCG are based on the criteria in MOE Guidelines. The maximum noise level criteria for noise from stationary sources are as follows:

- Leq 1 hour - 50 dBA (day)
  - Leq 1 hour - 45 dBA (night) [OMB decision #1754, May 10, 2006]
7. The City will require a noise study for development applications that propose new noise-sensitive uses in proximity to existing sources of stationary noise as described in the Environmental Noise Control Guidelines (ENCG). If existing noise levels exceed the sound level criteria for stationary source noise, then mitigation measures will be required. [OMB decision #1754, May 10, 2006]
  8. The City will require a noise study for development applications that entail construction of new sources of stationary noise or changes in land use that may introduce new sources of stationary noise that are in proximity to existing noise-sensitive land uses, as described in the Environmental Noise Control Guidelines (ENCG). If projected noise levels exceed the sound level criteria for stationary source noise in the ENCG, then mitigation measures will be required. [OMB decision #1754, May 10, 2006]
  9. The City will apply the criteria in the Environmental Noise Control Guidelines where the expansion or alteration of an existing stationary source of noise is proposed, or where a change of use of a stationary source is being proposed which could result in an increase in noise from the new use. Such proposals typically are made in the context of a building permit and require a certificate of approval from the Ministry of Environment. [OMB decision #1754, May 10, 2006]

### **Use of Noise Barriers**

Noise is regulated better by land use planning than by noise barriers. The extensive use of noise barriers within or adjacent to a community can result in undesirable streetscapes and views. To improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through planning and design. Approaches include locating noise-sensitive uses away from areas likely to receive unacceptable noise levels, locating commercial and employment uses along busier roads, or using service roads (also referred to as “single-loaded” roads). Other measures including site planning techniques, architectural design, selection of appropriate building components, are described in the Environmental Noise Control Guidelines. Where the use of noise barriers is unavoidable, the visual impact of the barrier shall be mitigated through the use of berms and landscaping. [Amendment #43, May 24, 2006]

10. To improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible. The need for a barrier will have to be justified and approved by the City. [Amendment 43, May 24, 2006]

### **Warning Clauses**

11. In some cases, control measures cannot achieve the sound level criteria established in the Environmental Noise Control Guidelines. In such cases, the City requires that appropriate warning clause(s) be included on title to advise purchasers or occupants of expected noise levels and other recommended noise control measures. [Amendment #43, May 24, 2006]

## **4.8.8 – Personal Security**

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 recreational pathway. The City uses the principles of Crime Prevention Through Environmental Design in its review of

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development applications to enhance personal security in the design of spaces that are accessible to the public. Crime Prevention Through Environmental Design is based on the philosophy that the physical environment can be designed and managed to reduce the incidence of crime and fear of crime. Also, community safety audits by community associations and other groups are used periodically to assess the safety of specific locations and to provide guidance to improvements by the City and property owners.

#### ***Policies***

1. When reviewing development applications, 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 the 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 that creates a complementary pattern of activity among users, such as late-night businesses located on transit routes;
  - e. Restrictions on the use of overpasses and tunnels for pedestrian and cycling routes and where they are permitted, require provision of a safe, alternative route at grade.

### **4.9 – Energy Conservation Through Design**

Landscaping and the layout of roads and general site design can contribute to energy conservation. For example, south-facing buildings and windows that are designed to reduce summer thermal gain and maximize solar energy potential. Landscaping can provide summer shade and protection from winter winds. When reviewing development applications, the City will require new development to take advantage of energy conservation design techniques. [Amendment #76, August 04, 2010]

#### ***Policies***

1. When reviewing development applications, ~~or community design plans or concept plans~~, the City will:
  - a. Encourage the design of local road layout to provide opportunity for south-facing windows; [OMB decision #1754, May 10, 2006]
  - b. Require, where feasible, buildings to be oriented to maximize the potential from solar energy;
  - c. Encourage consideration of alternative energy systems. [Amendment #76, Ministerial Modification #56, OMB File #PL100206, August 18, 2011]
2. Landscape designs shall consider energy and water conservation in landscape design through the following measures:
  - a. Provide for energy conservation through appropriate location and choice of species to provide shade and cooling during summer and wind protection in winter.
  - b. Utilize native species and species with low watering requirements wherever possible.
  - c. Utilize permeable, light-coloured or landscaped surfaces wherever practical to reduce heat retention and encourage natural infiltration of stormwater. [Amendment #76, Ministerial Modification #56, OMB File #PL100206, August 18, 2011]
3. Design and orientation of subdivisions and developments should maximize the opportunity for use of alternative and renewable energy systems by:
  - a. Maximizing solar exposure through street and building orientation.
  - b. Ensuring that opportunities presented by access to sunlight are not impaired on adjacent properties. [Amendment #76, Ministerial Modification # 56, OMB File #PL100206, August 18, 2011]

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### 4.10 – Greenspace Requirements [Amendment #72, March 11, 2009]

The City is committed to providing a range of greenspace throughout urban, suburban and rural communities. In particular, the requirements for greenspace (see Section 2.4.5) and for parks and ~~leisure areas~~ recreation needs (see Section 2.5.4) will apply in the review of development applications.

#### Policies

##### Parkland Dedication

1. As a condition of development or redevelopment, the City will acquire land for park ~~or other public recreational~~ purposes through the provisions of the *Planning Act*, in a way that best meets park and ~~leisure~~ recreation needs of the community.
2. 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.
3. 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.
4. The City will determine the parkland dedication for mixed-use development or redevelopment on the basis of the proportion of the site or building occupied by each type of use. When considering a development or redevelopment in which a mix of uses is permitted but the uses have not been finalized, the City will determine the uses that will produce the greatest amount of parkland, in accordance with the Parkland Dedication By-law, for the purpose of determining the amount of parkland to be dedicated.
5. Notwithstanding policies 2,3 and 4 above, parkland dedication requirements for development or redevelopment on land in:
  - a. The South Nepean Town Centre Secondary Plan: the parkland requirement for residential uses will be determined by policies in the ~~S~~secondary ~~P~~plan; or
  - b. The area of Kanata Lakes defined in the Parkland Dedication By-law: the parkland requirements for all development that is subject to the legal agreement to provide 40% ~~per cent~~ greenspace, will be determined based upon that agreement.
6. Generally, lands dedicated for park purposes will be located within the land area that is being subdivided, developed or redeveloped. However, the City may consider the dedication of land that is not part of the development where it is satisfied that the parkland provides a benefit to the residents of the land being developed and the community as a whole.
7. The City may require payment-in-lieu of the parkland dedication: where there is insufficient land within the development; where the lands to be dedicated ~~are not the right kind or are not located in the best place;~~ are not appropriate for park development, or where open space and parkland targets have already been met. Where payment-in-lieu is taken, it will be principally for the acquisition of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. However, the City's Parkland Dedication By-law will provide a portion of these funds to be used for park and recreation purposes that are city-wide in scale.
8. Where a payment pursuant to policy 7 is required, no person shall construct a building on the land proposed for development or redevelopment unless, the payment has been made, or arrangements that are satisfactory to the City for the payment have been made.
9. The Parkland Dedication By-law will identify those uses that will be exempt from parkland dedication requirements, such as development or redevelopment by the Governments of Canada, Ontario or

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agencies thereof. The Parkland Dedication By-law will also identify and address all other policies listed above.

#### Development adjacent to major greenspaces and waterways

10. The City will ensure that the design and character of private development and public works, that are adjacent to major greenspaces being the National Capital Greenbelt or to land that is in a Major Open Space or Urban Natural Features designation, enhances the visibility and accessibility of these public lands and contributes to their connection to the Urban Greenspace Network through such means as:
  - a. reviewing plans of subdivisions for opportunities to locate proposed major community facilities, parks and public infrastructure adjacent to the Greenbelt or land designated Major Open Spaces or Urban Natural Features, or to link them to these lands by multi-use pathways or other greenspace connections;
  - b. requiring the design of subdivisions to provide street frontage to adjacent land in the Greenbelt or land designated Major Open Space or Urban Natural Features;
  - c. requiring proponents to demonstrate, at the time of site plan review, how the building design, building orientation and the external site design and use take into consideration the views of the site from the adjacent greenspaces and how the site and building design enhances the visibility and accessibility of these adjacent greenspaces.
  - d. The City recognises that any proposed access to major greenspace in federal ownership is subject to federal review and approval. [Amendment #76, OMB File #PL100206, August 18, 2011]
11. Recognising the role of the Ottawa River, Rideau River and Rideau Canal, as well as other rivers and streams, in the environmental health of the city, their contributions to cultural heritage, scenic qualities, recreational opportunities and their potential as areas of archaeological significance, the City will endeavour to preserve foreshore lands and facilitate public access wherever possible. This may be achieved in the following ways:
  - a. Through the review of new development using land dedication, conservation easements, restrictive covenant bonusing or other means deemed appropriate on a site-by-site basis;
  - b. Public acquisition, land exchanges, land donations or conservation easements-acquisition by public land trusts;
  - c. Retaining existing public land such as opened and unopened road allowances where these may maintain the potential for public access to the shoreline;
  - d. When designing bridges or other public works at the shoreline, or when providing input on those designed by other public bodies, providing public access to the shoreline. [Amendment #76, OMB File #PL100206, August 18, 2011]
12. Applications to amend the Zoning By-law for any land in the urban area or Villages currently in a zone intended to promote a conservation, waterway or recreation purpose, to another purpose will be assessed in terms of the parcel's contribution to local greenspace, its location with respect to the Urban Greenspace Network, and the feasibility of securing the land for public access or ownership. [Amendment #76, OMB File #PL100206, August 18, 2011]
13. Privately-owned open spaces such as marinas, campgrounds and golf courses contribute to greenspaces in Ottawa. When reviewing an application to amend the Zoning By-law in these locations, the City will consider opportunities to maintain the Greenspace Network through the area and otherwise reduce the impact of the loss and may consider acquisition of the land in accordance with Section 5.2.1 policy 7 of this Plan. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### 4.11 – Urban Design and Compatibility Compatible Development

At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use

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should be permitted to develop. Locational policies are therefore required in order to direct uses that have the potential to generate negative impacts to appropriate locations, most typically at the periphery of residential neighbourhoods. It is recognized that because land use designations such as General Urban Area, Mainstreets and Employment Area contain broad use permissions, it will be necessary for **Further**, the **Zoning By-law** to establish more specific permitted use lists and development regulations within areas and on individual sites in a manner that achieves compatibility among proximate uses and built forms.

At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of 'context' is a dominant theme of this Plan where it speaks to compatibility and design.

Infill development may occur virtually anywhere in the city. Infill generally occurs on a single lot or a consolidated number of small lots, on sites that are vacant or underdeveloped. The resulting development may be similar in use and size with adjacent uses, in which case it is generally straightforward to design the infill to be compatible with or fit well with its surroundings. Reference to City Council-approved design guidelines addressing infill housing provide guidance in this regard.

However, compatibility may be more difficult to achieve in other situations. To achieve the Plan's strategic directions for managing growth, the zoning in many areas of the city, particularly areas adjacent to major roads, at the periphery of neighbourhoods and proximate to transit stations, may allow for more intensive development than has occurred in the past. In addition, an amendment to the zoning by-law may be needed to change the permitted use of the land and increase the height or density permitted. In these circumstances, the compatibility of the proposed development must be considered.

Objective criteria that can be used to evaluate compatibility include: height, bulk or mass, scale relationship, and building/lot relationships, such as the distance or setback from the street, and the distance between buildings. An assessment of the compatibility of new development will involve not only consideration of built form, but also of operational characteristics, such as traffic, access, and parking.

Development applications and proposals for public works will be evaluated in the context of this section, as well as Section 2.5.1. In and of themselves, questions of compatibility and design do not determine what a development should be, but the merit of a development proposal will be influenced by such considerations.

[Amendment #28, July 13, 2005]

[Amendment #76, August 04, 2010]

The purpose of the policies that follow is to set the stage for requiring high quality urban design in all parts of the city and design excellence in design priority areas. The policies within this Section are the responsibility of the development proponent to implement in the design of their site. The design and compatibility of a development application therefore will be evaluated, at the time of application submission, in the context of this Section, as well as the design objectives in Section 2.5.1.

### Policies

1. When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, Plans for Transit-Oriented Development Areas approved by Council, or site specific policies, Council-



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approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #113, November 14, 2012]

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]
  - a. ~~Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;~~
  - b. ~~Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]~~
  - c. ~~Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]~~
  - d. ~~Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;~~
  - e. ~~Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;~~
  - f. ~~Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;~~
  - g. ~~Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.~~
  - h. ~~Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;~~
  - i. ~~Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;~~
  - j. ~~Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area. [Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]~~
3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will

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be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]

4. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric. [Amendment #76, OMB File #PL100206, August 18, 2011]
5. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm. [Amendment #76, OMB File #PL100206, August 18, 2011]
6. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public and private sector owners and developers to include art as a public component of their developments. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### Building Profile

7. The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:
  - a. Low Rise—a one to four storey building;
  - b. Medium Rise—a five to nine storey building;
  - c. High Rise—a building 10 storeys or more.

[Amendment #76, OMB File #PL100206, August 18, 2011]

8. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:
  - a. Central Area;
  - b. Mixed-use Centres and Town Centres;
  - c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and
  - d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.

[Amendment #76, OMB File #PL100206, August 18, 2011]

9. In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:
  - a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
  - b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
  - c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
  - d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;

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- e. Within areas where a built form transition as described in policy 12 below is appropriate.  
[Amendment #76, OMB File #PL100206, August 18, 2011]
10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above. [Amendment #76, OMB File #PL100206, August 18, 2011]

#### Building Profile and Compatibility

11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:
- How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
  - How the proposal enhances existing or creates new views, vistas and landmarks;
  - The effect on the skyline of the design of the top of the building;
  - The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
  - How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

#### Building Transitions

12. Integrating taller buildings within an area characterized by a lower built form is an important urban design consideration, particularly in association with intensification. Development proposals will address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development profile. Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby acknowledging that the planned function of an area as established through Council-approved documents such as a secondary plan, a community design plan or the Zoning By-law, may anticipate a future state that differs from the existing situation. Transitions should be accomplished through a variety of means, including measures such as:
- 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);
  - Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
  - Architectural design (e.g. the use of angular planes, cornice lines); and
  - Building setbacks.

The use of transitions may vary according to such factors as the size of the development area, the planned intensity of use in the immediate area, the size of the lower profile area, the street widths and the analysis of impacts on adjacent areas.

[Amendment #76, OMB File #PL100206, August 18, 2011]

13. The need to provide transitions in built form may be offset or reduced where natural buffers and features or changes in grade and topography exist, or through the orientation of buildings and the arrangement of land use patterns.

[Amendment #76, OMB File #PL100206, August 18, 2011]

#### Intensification inside stable, low-rise neighbourhoods

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14. Infill and redevelopment within the interior portions of stable, low-rise neighbourhoods will occur in accordance with policy 14 of Section 2.2.2. Where development is proposed that requires an amendment or variance to the zoning by-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:
- a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
  - b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
  - c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this Section;

[Amendment #76, OMB File #PL100206, August 18, 2011]

1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:
  - a. The provisions of this Plan that affect the design of a site or building;
  - b. Design Guideline(s) approved by Council that apply to the area or type of development; and
  - c. The design provisions of a community design plan or secondary plan.

### Views

Depending on its location, the mass or height of new development may enhance or impact the views visible from public view points, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors can be defined to regulate the height and mass of development within a defined area, so as to protect the public view.

2. Development applications for all High-Rise buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views. Skyline is defined in Section 2.5.6, policy 4.
3. The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified as Annex 12. New buildings or structures should be located to compliment or enhance the view of these important landmark buildings. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually mars the background silhouette view of the Parliament Buildings.
  - a. For each property in the viewshed, no Zoning By-law amendment or minor variance shall be permitted that would obstruct the view.
  - b. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view.
4. Policies to protect views of the Parliament Buildings and other national symbols that apply to development applications in the Central Area are contained in Section 3.6.6 Central Area.

### Building Design

Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building

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design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.

5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:
  - a. Setbacks, heights and transition;
  - b. Façade and roofline articulation;
  - c. Colours and materials;
  - d. Architectural elements, including windows, doors and projections;
  - e. Pre- and post-construction grades on site; and
  - f. Incorporating elements and details of common characteristics of the area.
6. The City will require that all applications for new development:
  - a. Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;
  - b. Include windows on the building elevations that are visible from public spaces;
  - c. Use architectural elements, massing, and landscaping to accentuate main building entrances.
7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will require that development proposals at such locations include the following:
  - a. Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.
  - b. Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and
  - c. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.
8. Developments that include loading facilities, service areas, mechanical equipment (including roof-top), vents and metering devices should incorporate these requirements into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cycle pathways or adjacent ground-oriented residences. This may be achieved through:
  - a. Containment, with a preference to using the same architectural detail, style and materials as the proposed development; and/or
  - b. Screening (e.g. trees, landscaped berms, decorative walls and fences).

### **Massing and Scale**

Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describes the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.

9. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:



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- a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;
  - b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;
  - c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.
10. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.
11. 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. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.
12. Building height and massing transitions will be accomplished through a variety of means, including:
- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
  - b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
  - c. Building setbacks and step-backs.

### **High-Rise Buildings**

High-Rise Buildings are a form of high density development that can contribute to the achievement of intensification, the provision of a range of housing and employment types and a mix of other uses, creation of new landmarks and skylines and the city's varied built form. They also have the potential to impact the surrounding area in ways that include, but are not limited to: influencing the microclimate, shadowing adjacent properties and public spaces, disruption of public views and the character of heritage districts or buildings, and influencing the street environment.

13. To establish a human-scale and pedestrian-oriented street environment, High-Rise Buildings should be designed such that any façade facing a street steps back a distance that is at least equivalent to a storey in height, at a point above the second but generally no higher than the sixth storey. The portion of the building below this step-back is the base, or podium, while the portion above this step-back is the tower. Proposals to reduce or eliminate the step-backs above must demonstrate that the base or podium will establish a human-scale and pedestrian street environment.
14. It is the City's objective that new High-Rise Buildings should be designed and located to: minimise wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of the building which is above the base or podium described in policy 13 above should:
- a. Be appropriately separated from adjacent towers, either on the same site or an adjacent site. The zoning by-law may establish a minimum separation distance for towers or minimum yard setbacks, and minimum lot sizes for high-rise buildings, that achieve tower separation and accommodate future development on adjacent lots. Proposals for high-rise buildings that include separation distances less than 23m shall:

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- i. Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation, and /or building shape; and
- ii. Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distance and setback distances above.

Where a proposals cannot demonstrate that the above requirements can be met the site is not appropriate for tall buildings or may require lot consolidation.

- b. Have a floor plate that is limited. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1500 square metres shall:
  - i. Demonstrate that the objectives stated above are met through the use of building orientation, and /or building shape; and
  - ii. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines;

### **Outdoor Amenity Areas**

Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.

15. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other mitigative design measures.
16. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

### **Public Art**

17. Proponents of prominent developments, such as Major Urban Facilities and High-Rise Buildings, are encouraged to include site-specific public art. Public art may be identified as a means to satisfy the policies of Section 5.2.1 where proponents of development are seeking an increase in height and density. Where public art is provided as part of a private development proposal, the City will assist by providing consultation services in adherence with the Municipal Public Art policy.

### **Design Priority Areas**

The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of this Plan.

Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.

18. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:
  - a. Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;
  - b. Locate front building façades parallel to the street; however consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks,

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- plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;
- c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;
  - d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;
  - e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;
  - f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and
  - g. Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.
19. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:
- a. weather protection elements, (eg. colonnades, and awnings);
  - b. shade trees, median planting and treatments and other landscaping;
  - c. wider sidewalks and enhanced pedestrian surfaces;
  - d. coordinated furnishings and utilities, transit stops, and decorative lighting; and
  - e. memorials and public art commissioned for the location.
- To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).
20. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).

#### **First Nations Peoples Design Interests**

22. As First Nation Peoples who first inhabited what is now the City of Ottawa and environs, the Algonquins of Ontario have expressed an interest in streetscaping, landscaping, signage and public art that celebrates Algonquin history and culture. The City will engage and work with the Algonquins where proposals on public lands, such as Chaudière Island/Victoria Island, provide opportunities to incorporate aboriginal history and culture. [Amendment #76, July 07, 2011]

## **Section 5 – Implementation**

Section 5, Implementation, describes the tools used to implement the policies of the Official Plan.

### **5.1 – Introduction**

Implementation of the Official Plan is accomplished through a myriad of tools. They generally fall into the following categories. Only some examples have been identified for illustration purposes, but there are many more.

#### **Financial Tools**

- Use financial incentives to promote residential development within mixed-use projects;
- Exempt social housing projects from processing fees;
- Link the long-range financial plan and annual budget process to implementing the strategic directions of the Official Plan;
- Use financial incentives such as those approved in Community Improvement Plans to promote the intensification and growth management goals of the Official Plan. [Amendment #40, April 26, 2006]

#### **Land Acquisition and Ownership**

- Ensure that surplus lands are considered for affordable housing projects prior to considering other uses;
- Acquire important natural areas;
- Strategic acquisition of land for future snow disposal requirements, in advance of need;
- Strategic acquisition, preparation and disposal of land for purposes of achieving the goals of approved Community Improvement Plans. [Amendment #40, April 26, 2006]

#### **Provision of Infrastructure**

- Ensure the provision of parks and recreation areas throughout the city in the urban and rural areas;
- Provide, with developers, adequate water, wastewater, stormwater, telecommunications and transportation infrastructure to support the pattern and intensity of development; [Amendment #76, August 04, 2010]
- Support alternative servicing options where they provide a better solution in the rural area.

#### **Guidelines and Terms of Reference**

- Provide design guidelines to ensure compatibility of any intensification and infill proposals in a variety of circumstances and locations;
- Establish guidelines for land uses in the road right-of-way;
- Provide terms of reference for completing an Environmental Impact Statement;
- Establish noise control guidelines for road, rail, transit-corridor noise and noise from stationary sources.

#### **Setting Targets and Monitoring Change**

- Set targets for walking, cycling and transit use;
- Monitor decisions of the Ontario Municipal Board vis-à-vis policies in this Plan;
- Monitor trends that may impact on the population projection framing this Plan;
- Monitor the implementation of Community Improvement Plans. [Amendment #40, April 26, 2006]

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#### Entering into Partnerships

- Establish and support a non-profit trust for acquiring and managing natural areas;
- Partner with the National Capital Commission to provide continuous multi-use pathways; [Amendment #76, August 04, 2010]
- Establish of a rapid-transit station in concert with construction of a new building;
- Establish a working partnership with the Conservation Authorities to address environmental matters with special emphasis on watershed, subwatershed planning, stormwater management, fish habitat and Environmental Impact Assessments.

#### Approval of Regulations and By-laws

- Adopt a comprehensive zoning by-law to implement the Plan;
- Adopt a woodland preservation by-law.

#### Undertaking Area Plans

- Complete a community design plan;
- Prepare an integrated, resource-based plan for a subwatershed;
- Do a groundwater assessment for a whole Village and surrounding area;
- Prepare Community Improvement Plan for Community Improvement Project Areas designated by Council, and seek Ministerial approval of Community Improvement Plans, as required. [Amendment #40, April 26, 2006]

In addition, the City is guided by policies and guidelines of other levels of government and public agencies. Implementation may also depend on the culture of the city: the ability to negotiate, to comprehend challenges and to seek solutions. The City will be supportive of innovative directions that uphold the intent of the Plan and will establish an environment to foster creativity.

Many of the implementation tools appear in policies throughout the Official Plan. However, some of these tools are described in the following sections.

## 5.2 – Implementation Mechanisms, by Authority under the Planning Act

A municipality may pass many by-laws under the authority of the *Planning Act* without mentioning them in the Official Plan. These include interim control, demolition control, temporary use and others. Some implementation tools, however, must be included in this Plan, as required under the *Planning Act*, in order for the municipality to implement such measures.

### 5.2.1 – General

#### Policies

##### Provincial Policy Statement

- ~~1. Decisions of the City in respect of its authority that affects a planning matter will be consistent with all provincial policy statements and the City will ensure that the intent of any such policy statements are adequately reflected and implemented through this Plan. [Amendment #76, August 04, 2010]~~
1. The Province issues Provincial Policy Statements from time to time to provide direction on matters of provincial interest. The City will ensure that the intent of any such policy statements are adequately reflected and implemented through this Plan. [Amendment #76, August 04, 2010] Where Provincial Policy Statements are in effect, the decisions of the City and the Committee of Adjustment shall be consistent with the policies of this Plan and the Provincial Policy Statement that is in effect on the date of the decision.



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#### Public Works

2. The City will 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. The phasing of the public works projects will be coordinated through a capital works program that will be reviewed annually as part of the capital budget procedure.

#### Zoning By-law

3. As a priority measure, the City will prepare a new comprehensive zoning by-law that implements this Plan. ~~The zoning by-laws of the former municipalities will remain in effect until the new zoning by-law takes effect.~~

#### Acquisition and Holding of Land

4. The City may acquire or hold land within its boundaries for the purposes of implementing any policy of the Plan. The City will secure lands to meet its objectives through such means as acquisition and conditions of development approval depending on the circumstances and relevant legislation. Any land so acquired or held may be sold, leased or otherwise disposed of by the City when no longer required. Before disposition of any surplus lands they will be considered in terms of such matters as their adequacy for the provision of affordable housing, their value as a natural area and the need for transportation corridors.
5. The City has a particular interest in ensuring that lands in the following designations are secured in a way that is consistent with their greenspace values: Natural Environment Areas, Significant Wetlands, Urban Natural Features, and Major Open Space. A similar interest may apply to any lands along waterways in a Village or Urban Area. [Amendment #96, February 22, 2012]
  - a. The City will consider methods other than acquisition to meet its objectives for the preservation of lands with greenspace values, including 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. The City may initiate the purchase of lands in any of the above-noted designations where acquisition of the land is critical to the achievement of its objectives;
  - c. Except for those lands that are identified as flood plain, steep or unstable slopes, significant wetland, or significant habitat of endangered or threatened species, the City will acquire land that is in private ownership at the request of the landowners under the following conditions:
    - i. The land is designated Natural Environment Area or Urban Natural Feature by this Plan; or
    - ii. An EIS identifies the land as being part of the City's Natural Heritage System in the urban or rural area and clearly demonstrates that none of the development as defined in ~~Policy Section 4.7.8~~, that is otherwise permitted under the Official Plan and is not otherwise constrained by any legislation or regulation, cannot occur without negative impact on the natural heritage system or its functions, then the area on which development cannot occur is to be acquired. [Amendment #76, OMB File #PL100206, April 26, 2012]
  - d. Where land that is designated Major Open Space is not otherwise identified as flood plain or steep or unstable slopes, the City will acquire the land at the request of the landowner;
  - e. When acquiring these lands:
    - iii. The City will negotiate a purchase price based on an independent market value appraisal, but, if after six months, an agreement has not been reached, the City will offer to acquire the lands under Section 30 of the *Expropriations Act* and compensation may be determined in accordance with the provisions of the Act; or
    - iv. At the request of the landowner, the City will acquire the property through expropriation in accordance with the *Expropriations Act*.
    - v. Improvements will not be acquired unless requested by the landowner,
    - vi. 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; [OMB decision #952, March 30, 2006]
  - f. **Where land in a Natural Environment Area, Urban Natural Feature, or Major Open Space designation is in the ownership of a public body or agency, such as the National Capital**

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***Commission or a Conservation Authority, and where this property is not required to achieve their interests as expressed in their plans, and where this public body seeks to have the City acquire these lands, the City will proceed in accordance with policies c) and d) above. [OMB decision #952, March 30, 2006; under appeal]***

6. 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 will consider the need to acquire the land to secure its greenspace interests. [OMB decision #952, March 30, 2006]

#### **Site Plan Control Area**

7. The entire City of Ottawa is a Site Plan Control Area. However, in order to avoid undue restrictions, certain classes of development will be exempted from Site Plan Control, as defined through the Site Plan Control By-law. The City may request elevation drawings and other design-oriented studies for development applications within the urban area and Villages. The City will require the fulfilment of conditions and agreements respecting road widening, landscaping, parking and loading areas, pedestrian walkways, sewer and water easements, fire routes and other design elements.
8. In order to ensure that the design provisions of this Plan are addressed, building elevations provided to the City in support of applications submitted for approval under the provisions for Site Plan Control in the *Planning Act* may be required to show exterior architectural details and design features. Drawings and elevations will be of sufficient scope, quality, clarity and detail to ascertain detailed design, materials, and finishes and the treatment of the public realm. Drawings and elevations will serve to illustrate matters of compatibility with adjacent buildings or sensitivity to local area place, context and setting, to address the relationship between buildings and between buildings and the street, to incorporate sustainable design features, and to illustrate scale, transitions in form, massing, character and materials. To this end, submissions may need to include indication of any or all of the following:
  - a. Treatment of the public realm;
  - b. Views of the entire block, so that proposed buildings may be seen in their context;
  - c. Finish, texture, materials, patterns and colours of all building exteriors, including roofs;
  - d. Location, size, colour, and type of all building exterior signage and lighting;
  - e. Number, placement, type and finishing of all exterior doors and windows;
  - f. Finish, texture, materials patterns and colours of functional elements attached to or forming part of the exterior of buildings such as entrance elements, walls, stairs, gates, railings, balconies, planters, awnings, alcoves, canopies, bays, seating, parking decks and ramps;
  - g. Any sustainable design features to be incorporated, such as green roofs or walls, sun traps, reflective or permeable surfaces;
  - h. Placement, finish, colour, size of any exterior mechanical systems such as heating and air conditioning, electronic transmission / receiving devices, and all above ground utilities (whether stand-alone or attached to the building) including any screening materials associated with the foregoing;
  - i. Integration of elements such as mechanical equipment, elevator machine rooms, communication devices and visible temporary devices (window washing equipment), together with any building parapet that constitute the roofscape design;
  - j. Incorporation of adequate guarantees to maintain the original architectural and design quality as approved and to ensure that inferior details and materials are not substituted at a later date.The Site Plan By-law will be amended accordingly. [Amendment #76, OMB File #PL100206, August 18, 2011]
9. In addition to the provisions of policy 8 above, the City may require the submission of drawings, elevations, and/or 3-D plans for the approval of high-rise buildings that will be of appropriate scope, quality, clarity and detail to assess:
  - a. Architectural quality;

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- b. Effect on the immediate and wider context;
- c. Appearance of the building from significant near, middle and distant views, including the public realm and streets around the base of the building;
- d. 360 degree views within the context of proposed and approved projects, where known, as well as the existing situation;
- e. Appearance of the building in a range of weather and light conditions including night-time views;
- f. Visual and microclimatic impacts (shadowing and wind);
- g. The effect on the skyline of the design of the top of the building.

[Amendment #76, OMB File #PL100206, August 18, 2011]

- 10. Notwithstanding the provisions of policy 7.8 above to the contrary, the Site Plan Control By-law may require elevation drawings and other design-oriented studies for development on any land that abuts the Rideau River and Rideau Canal UNESCO World Heritage Site, including development for residential purposes that involves one or more dwellings.

[Amendment #76, OMB File #PL100206, August 18, 2011]

#### ***Increase in Height and Density By-law***

- 11. Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the ~~z~~Zoning ~~b~~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*. Such community benefits must be over and above those facilities and services that would otherwise be required as part of the City's standard development review process, standard 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: [Amendment #76, August 04, 2010]

- 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; [Amendment 10, August 25, 2004]
- 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; [Amendment #76, August 04, 2010]
- k. Conservation of existing greenspace or the creation of new greenspace. [Amendment #76, August 04, 2010]

#### ***Holding Zones***

- 12. The City may utilize a holding symbol (h), in conjunction with any use designation in the ~~z~~Zoning ~~b~~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. [Amendment #96, February 22, 2012]

#### ***Temporary Use Zones***

- 13. The City, in a zoning by-law, may authorize the temporary use of lands, buildings or structures for any purpose set out therein that is otherwise prohibited by the comprehensive ~~z~~Zoning ~~b~~By-law. A by-law authorizing a temporary use shall prescribe a period of time for the temporary use, which shall not

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exceed ~~ten~~ 20 years for a garden suite, and shall not exceed three years for all other uses. Council may grant further periods of not more than three years. [OMB decision #2649, September 21, 2006]

#### **Demolition of Designated Heritage Farm Buildings**

14. Notwithstanding the Ontario Building Code, which allows the demolition of a building located on a farm without a permit, the owner of a designated property must, as per the *Ontario Heritage Act*, apply in writing to City Council and receive written consent prior to proceeding with demolition. [Amendment #76, August 04, 2010]

### **5.2.2 – Amendments to the Official Plan**

#### **Policies**

1. When considering amendments to this Plan, the City will have regard to, among other things, the following criteria:
  - a. The impact of the proposed change on the achievement of the policies expressed in this Plan;
  - b. The effect of the proposed change on neighbouring communities;
  - c. The effect of the proposed change on the need for water, wastewater and transportation services.
2. When considering amendments that affect the use of specific site or sites, the City will also consider whether there is a need to add the site or sites to the lands already designated for the proposed use.

### **5.2.3 – Public Notification**

The *Planning Act* contains provisions that allow municipalities to provide notice of the required public meetings for Official Plan and zoning by-law amendments and Community Improvement Plans in a different manner than those prescribed in the Act and its regulations, provided that an alternative method is spelled out in the municipality's Official Plan. [Amendment #40, April 26, 2006]

The City will use these provisions so as to ensure that notification and consultation regarding these types of amendments and plans occurs early in the review process, rather than relying only on the notice of the public meeting. This notification and consultation, well in advance of the required public meeting, will provide the public and public bodies with sufficient mechanisms and time to provide input and allow opportunities for issue resolution well before decisions are made by City Council. Notification and consultation will be provided in a bilingual environment in a cost-efficient, consistent and effective manner. [Amendment #40, April 26, 2006]

#### **Policies**

##### **Notification and Consultation**

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 be given directly to targeted stakeholders or published in a city newspaper. [Amendment #40, April 26, 2006]

##### **Notice of the Public Meeting**

2. Notice of the public meeting at a Committee of Council will be:
  - a. Published in one English-language and one French-language daily newspaper having general circulation in the city, a minimum of five calendar days before the scheduled public meeting;
  - b. 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.

#### **Technical Amendments**

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3. In the case of technical amendments to this Plan or the City of Ottawa Zoning By-law, notification to and consultation with the public or public bodies, as set out in Policy 1 above, will not be required. The requirements of Policy 2(b) above will also not apply, however notice of a proposed technical amendment will be published in the newspapers in accordance with Policy 2(a). This approach will be restricted to correcting the following anomalies:
  - a. where further amendments are required to fully implement an approved recommendation of City Council to amend the Official Plan or Zoning By-law;
  - b. to carry forward in the Zoning By-law, the regulations of the former municipalities' zoning by-laws, where required, to accurately harmonize those regulations;
  - c. to amend the language of a provision so as to clarify its intent; and,
  - d. to eliminate unnecessary redundancies and out dated references.

[Amendment #76, August 04, 2010]

#### 5.2.4 – Committee of Adjustment

##### *Policy*

- ~~1. The Committee of Adjustment will have regard to the policies of the Plan in its decisions on applications for consents, non-conforming uses, and relief from the provisions of the zoning by-law implementing this Plan.~~

For future use

#### 5.2.5 – Community Improvement

[Amendment #40, April 26, 2006]

The Community Improvement provisions of the *Planning Act* allow municipalities to prepare Community Improvement Plans for designated Community Improvement Project Areas that require community improvement as the result of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason. Once a Community Improvement Plan has been adopted by a municipality, approved by the Province, and is in effect, the municipality may offer incentives to encourage private sector investment. The municipality may also undertake a wide range of actions for the purpose of carrying out the community improvement plan.

##### *Policies*

##### *General*

1. The City will maintain and promote an attractive and safe living and working environment through community improvement. To this end, community improvement will be accomplished through the:
  - a. Designation by by-law of Community Improvement Project Area(s), the boundary of which may be part or all of the urban area of the City of Ottawa, and/or part or all of one or more Villages as defined in this Plan, and as amended from time to time;
  - b. Preparation, adoption and implementation of a Community Improvement Plan(s) within a designated Community Improvement Project Area(s), pursuant to the *Planning Act* and the community improvement policies set out in this Plan;
  - c. Ongoing maintenance, rehabilitation, redevelopment and upgrading of areas characterized by deficient/obsolete/deteriorated buildings, deficient municipal recreational or hard services, and social, community, or economic instability; and,
  - d. Establishment of programs to facilitate municipal and private sector rehabilitation and redevelopment that addresses identified economic development, land development, environmental, energy efficiency, housing, and/or social development issues/needs.

##### *Community Improvement Project Areas*

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;



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- b. Vacant lots and underutilized properties and buildings which have potential for infill, redevelopment or expansion to better utilize the land base or the public infrastructure;
  - c. Other barriers to the repair, rehabilitation or redevelopment of underutilized land and/or buildings;
  - d. Buildings, building facades, and/or property, including buildings, structures and lands of heritage and/or architectural significance, in need of preservation, restoration, repair, rehabilitation, energy efficiency or renewable energy improvements, or redevelopment;
  - e. Absence of an adequate mix of uses;
  - f. 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, municipal parking facilities, sidewalks, curbs, or road state of repair;
  - g. Poor overall visual quality, including but not limited to, streetscapes and urban design and/or overhead wiring;
  - h. A concentration of obsolete or aging low-density land uses, vacant lots, surface parking lots and/or abandoned buildings;
  - i. High commercial vacancy rates;
  - j. Deficiencies in community and social services including but not limited to public open space, parks, indoor/outdoor recreational facilities, and public social facilities and support services;
  - k. Opportunities to improve the mix of housing types;
  - l. High commercial vacancy rates;
  - m. Any other environmental, energy efficiency, social or community economic development reasons.
3. Priority for the designation of Community Improvement Project Areas and the preparation and adoption of Community Improvement Plans shall be given to those areas:
- a. Targeted for growth and intensification in Section 2.2.23 Managing Growth Within the Urban Area, in particular, the Central Area, Traditional and Arterial Mainstreets, ~~Mixed-Use~~ Mixed Use Centres and the vicinity (within an 800 metre walking distance ~~600 metres~~) of existing or planned rapid transit stations; and/or
  - b. Where the greatest number of conditions (as established in Policy 2) are present; and/or,
  - c. Where one or more of the conditions (as established in policy 2) is particularly acute; and/or,
  - d. Where one or more of the conditions (as established in policy 2) exists across the urban area of the city.

#### **Community Improvement Plans**

4. Community Improvement Plans may be prepared and adopted to:
- a. Facilitate the renovation, repair, rehabilitation, remediation, redevelopment or other improvement of lands and/or buildings;
  - b. Facilitate the preservation, restoration, adaptive reuse and improvement of buildings with historical, architectural or other heritage significance;
  - c. Facilitate the development of mixed-use buildings, or the introduction of a wider mix of uses in areas that are deficient in mixed uses;
  - d. Facilitate the restoration, maintenance, improvement and protection of natural habitat, parks, open space and recreational amenities;
  - e. Facilitate residential and other types of infill and intensification;
  - f. Facilitate the construction of a range of housing types and the construction of affordable housing;
  - g. Upgrade and improve municipal services and public utilities such as sanitary sewers, storm sewers, watermains, roads and sidewalks;
  - h. Improve pedestrian and bicycle circulation;
  - i. Facilitate public transit supportive land uses and improve the quality of, and accessibility to, transit facilities;
  - j. Contribute to the ongoing viability and revitalization of the Central Area, Mainstreets, and other areas that may require community improvement;
  - k. Improve environmental and energy consumption conditions;
  - l. Improve social conditions and support services;
  - m. Promote cultural development;
  - n. Facilitate and promote community economic development; and,

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- o. Improve community quality, safety and stability.
- 5. During the preparation of a Community Improvement Plan and any subsequent amendments, the public will be informed and public input will be obtained in keeping with the policies for Public Notification contained in this Plan.

#### Implementation

- 6. In order to implement a Community Improvement Plan in effect within a designated Community Improvement Project Area, the City of Ottawa may undertake a range of actions as described in the Community Improvement Plan, including:
  - a. The municipal acquisition of land and/or buildings within the Community Improvement Project Areas where a Community Improvement Plan has been adopted, approved and is in effect, and the subsequent:
    - i. Clearance, grading, or environmental remediation of these properties,
    - ii. Repair, rehabilitation, construction or improvement of these properties,
    - iii. Sale, lease, or other disposition of these properties to any person or governmental authority,
    - iv. Other preparation of land or buildings for community improvement.
  - b. Provision of public funds such as grants, loans and other financial instruments;
  - c. Application for financial assistance from senior level government programs;
  - d. Participation in senior level government programs that provide assistance to private landowners for the purposes of community improvement;
  - e. Provision of information on municipal initiatives, financial assistance programs, and other government assistance programs;
  - f. Support of heritage conservation through the *Ontario Heritage Act*.
- 7. All developments participating in programs and activities contained within Community Improvement Plans shall conform with the policies contained in this Plan, applicable Community Design Plans, the ~~z~~Zoning ~~b~~By-law, maintenance and occupancy by-laws, and all other related municipal policies and by-laws.
- 8. The City shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the City.

#### 5.2.6- Pre-Application Consultation and Prescribed Information for Planning Applications –

[Amendment #90, October 29, 2010]

[Amendment #71, January 28, 2009]

The *Planning Act* permits the City to require applicants to consult with the City prior to formal submission of their application. During this consultation, the City will determine which studies and information are required by Council to evaluate the application. Furthermore, staff will identify those studies that must be submitted at the time of application submission and refer the applicant to any Council-approved terms of reference or guideline to assist in the preparation of such requirements. While the *Planning Act* does not require it, proponents are strongly encouraged to consult with the affected community prior to finalizing their application in order to identify potential issues and opportunities.

Policy 2 outlines the studies that the City may require for complete applications. In addition to the prescribed requirements of the *Planning Act*, the City may require additional information to allow it to properly evaluate an application. In addition to the requirements prescribed in this section, applicants should also refer to the entire Official Plan, which outlines the circumstances under which specific studies are required when seeking development approvals from the City. The City will consider an application to be complete if it is accompanied by the prescribed requirements identified in the *Planning Act*, and by the required studies and information listed in the policies below and discussed during pre-application consultation.

### **Policies**

1. Prior to submitting an application for an Official Plan Amendment, a Zoning By-law Amendment, a Plan of Subdivision, a Plan of Condominium or a Site Plan Application subject to public consultation, applicants are required to meet with the staff of the Planning and Growth Management ~~Branch~~ **Department** of the City to identify the information that will be required at the time of application submission. Applicants are also strongly encouraged to consult with Planning and Growth Management staff prior to submitting a Site Plan application that is not subject to public consultation. Staff have the authority to waive the requirement for an in-person meeting after being contacted by an applicant. Applicants are strongly advised to meet with the affected community prior to finalizing plans.
2. Applications to amend the Official Plan, the Zoning By-law, or a Plan of Subdivision, a Plan of Condominium, or a Site Plan Application, will comply with the complete application submission requirements of the *Planning Act*. The City requires other information and/or reports as listed below, to support the application at the time of submission unless otherwise indicated in writing after pre-consultation.
  - i. Assessment of Adequacy of Public Services/Conceptual Site Servicing Study
  - ii. Servicing Options Report
  - iii. Hydrogeological and Terrain Analysis
  - iv. Erosion and Sediment Control Plan
  - v. Geotechnical Study/Slope Stability
  - vi. Impact Assessment of Adjacent Waste Disposal / Former Landfill Site
  - vii. Mineral Resource Impact Assessment
  - viii. Noise Control Study (Airport)
  - ix. Obstacle Limitation Surfaces (Airport Zoning Regulations)
  - x. Noise/Vibration Study
  - xi. Transportation Impact Study or Brief or Community Traffic Study
  - xii. Cultural Heritage Impact Statement
  - xiii. Minimum Distance Separation
  - xiv. Planning Rationale
  - xv. Environmental Impact Statement
  - xvi. Agrology and Soil Capability Study
  - xvii. Integrated Environmental Review Statement
  - xviii. Phase 1 Environmental Site Assessment (ESA)
  - xix. Phase 2 Environmental Site Assessment (ESA)
  - xx. Record of Site Condition
  - xxi. Wellhead Protection Plan
  - xxii. Reasonable Use Study
  - xxiii. Groundwater Impact Assessment
  - xxiv. Stormwater Site Management Plan
  - xxv. Archaeological Resource Assessment
  - xxvi. Tree Preservation and Protection Plan
  - xxvii. Assessment of Landform Feature
  - xxviii. Mine Hazard Study / Abandoned Pit or Quarry
  - xxix. ~~Concept~~ Plan showing ultimate use of land
  - xxx. Statement of achievement of the Design Objectives and the Design and Compatibility Principles of this Plan
  - xxxi. Drawings showing plan, elevation and cross-section views of each building
  - xxxii. Design Brief
  - xxxiii. Shadow Study
  - xxxiv. Wind Study

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3. Applications for Official Plan amendments of city-wide significance will be considered providing the following criteria are met:
  - a. The applicable policies in Section 4;
  - b. The applicable information and reports listed in Policy 2 i. through xxxiv. above have been submitted; and
  - c. Additional information regarding the appropriateness of the proposed amendment, including a city-wide analysis and evaluation of all alternatives, has been submitted.

### 5.3 – Other Implementation Policies

The following implementation policies describe other situations that may affect development.

#### **Policies**

##### **Property Standards**

1. 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*. [Amendment #76, August 04, 2010]

##### **Dwellings on existing lots**

2. Irrespective of any other policy in this Plan, an individual has a right to develop a single-detached dwelling on a lot of record fronting on a public road that is maintained year round, if the lot was created under the *Planning Act* prior to the date of adoption of this Plan, if the zoning permits the use and if the use can meet all the requirements for private or central servicing. [Amendment #76, August 04, 2010]

##### **Boundary Adjustments**

3. The City will 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-conforming. [Amendment #76, August 04, 2010]

##### **Surplus Dwellings**

4. In all designations but Agricultural Resource, where at least two detached residential dwellings existed on a property prior to adoption of this Plan, one surplus dwelling may be severed on a new lot provided that all other relevant policies of this Plan are respected. Both dwellings must be occupied on an on-going basis for the use of this provision. [Amendment #58, December 07, 2007] [Amendment #76, August 04, 2010]

##### **Cost Sharing Agreements** [Amendment #76, August 04, 2010]

5. ***Subject to City Council approval, the City shall consider the use of private agreements among landowners to cost share major infrastructure projects, associated studies and plans, identified in Community Design Plans or comprehensive studies approved by Council and detailed in the agreement. These agreements may include community facilities such as parkland. 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 severance applications and site plan. This policy shall apply to the following areas approved by City Council:***
  - a) ***Portion of the East Urban Community as indicated on Annex 5***[Amendment #13, September 8, 2004] [Subject to Amendment #118, April 10, 2013]

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6. Landowners within Area 1 (Kanata West) shown on Annex 5 Urban - Areas Subject to a Community Design or Policy Plan approved by Ottawa City 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 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. [Amendment #39, April 12, 2006]
7. Landowners within Area 12 (Fernbank) shown on Annex 5 Urban - Areas Subject to a Community Design or Policy Plan approved by Ottawa City Council, shall:
  - 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:
    - i) the costs of community use lands such as parkland, as well as the costs for preparation and improvement of parkland for dedication;
    - ii) local infrastructure, roads and works adjacent to community use lands; and
    - iii) other local infrastructure which is demonstrated to benefit more than one individual development.

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.

Prior to the registration of the first plan of subdivision within the Fernbank Community, either enter into a Master Parkland Agreement with the City, or through the private agreement, which Agreement shall govern the terms of the orderly conveyance of Parkland, including the District Park, within the Fernbank Community in accordance with the parkland dedication requirements under the *Planning Act*, and the terms of reimbursement to the Landowners of the costs of parkland improvements incurred by the Landowners, including, without limitation, development charge credits and reimbursement to any over dedicated Landowners.

- 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 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. [Amendment #77, OMB File #PL09067, June 17, 2010]
8. Landowners within the Manotick Special Design Area shown on Schedule "A" Volume 2C Village Plans, Manotick Secondary Plan approved by Ottawa City Council - shall enter into private agreements to share the costs of infrastructure projects and associated costs required to develop the SDA lands, and the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the infrastructure projects and associated costs required to develop the Special Design Area, 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 the Manotick Special Design Area requiring notification from a representative (Trustee) of the Landowners that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.[Amendment #105, July 13, 2012]



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9. Landowners within Barrhaven South shown on Annex 5 Urban – Areas Subject to a Community Design or Policy Plan approved by Ottawa City 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. [Amendment #119, June 5, 2013]

#### Ottawa Urban Design Review Panel

10. The Ottawa Urban Design Review Panel will be established to participate in an enhanced review of the urban design elements of development applications and capital projects within Design Priority Areas. [Amendment #90, October 29, 2010]
11. The Ottawa Urban Design Review Panel will ensure that the developments that it reviews integrate into the existing community fabric in a compatible fashion. [Amendment #90, October 29, 2010]

## 5.4 – Interpretation

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of the Plan.

#### Policies

1. The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority-setting and decision-making.
2. Sections 1 to 5, Schedules A to L3M, Annex 1, Annex 12, and Annexes 8A to 8D and Volume 2 constitute the Official Plan. Both the numbered policies and the preambles are policy. All other text and maps are provided for information only and are not part of this Plan. [Ministerial Modification 52, November 10, 2003] [OMB decision #437, March 1, 2005] [Amendment #76, August 04, 2010] [Amendment #109, November 29, 2012]
3. Illustrations, sidebars and photos are included for the purpose of illustration only and are not part of the Plan.
4. Where the Plan refers to studies, guidelines, and other policy documents, such as watershed plans, the Transportation Master Plan, 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. These documents express Council's policy and may be used to guide Council decisions on development applications, public works, and other matters and do not have the status of policies in this Plan adopted under the *Planning Act*. [OMB decision #437, March 1, 2005]
5. The boundary of the urban area is defined on Schedule A of this Plan. The boundaries of the Greenbelt are defined on Schedule B. The boundary of the Central Area is defined on Schedule B. Where these boundaries coincide with a road the boundary will be considered to follow the centreline of the road. These boundaries may only be changed through an amendment to this Plan.
6. Boundaries of land-use designations in this Plan are identified on the schedules to this Plan. The boundaries of these policy areas are approximate and, unless otherwise noted, will be considered as general except where they coincide with major roads, railways, hydro transmission lines, rivers and other clearly recognizable physical features. Major roads are defined as Provincial highways, City freeways and arterial roads. When other sources of information have been used to establish boundaries of designations, these will be clearly stated within the policies associated with that

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designation. Unless otherwise stated in the policies, when the general intent of the Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan.

7. The implementation of this Plan will take place over time and the use of the word “will” 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 City Council, and subject to budgeting and program availability.
8. The indication of any proposed roads, bridges, parks, municipal services or infrastructure in policy text or on Plan schedules, including secondary plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific timeframe. Minor adjustments to the location of these facilities do not require an amendment to the Plan provided they are consistent with the objectives and policy directions of the Plan.
9. The indication of any proposed roads, bridges, parks, services or infrastructure in policy text or on Plan maps or schedules, including secondary plan maps or schedules, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.
10. Technical revisions to the Official Plan or the Zoning By-law are permitted without adopting an amendment provided they do not change the intent of the Plan or the By-law. Technical revisions include: [Amendment #76, August 04, 2010]
  - a. Changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; Altering punctuation or language for consistency; [Amendment #76, August 04, 2010]
  - b. Correcting grammatical, dimensional and boundary, mathematical or typographical errors; [Amendment #76, August 04, 2010]
  - c. Inserting historical footnotes or similar annotations. [Amendment #76, August 04, 2010]
11. Where reference is made in the Official Plan to documents that rest outside the Plan, such as provincial or federal Acts or other legislation, or to other documents that are not part of the Plan, it is understood that it is the latest approved version of the documents that is being referenced, unless otherwise specified. [Amendment #76, August 04, 2010]

## 5.5 – Monitoring and Measuring Performance

The Corporate Planning Framework tracks the performance of the City in achieving the priorities, objectives and long-term sustainability goals approved by Council. At the start of each term of office, Council sets a vision and strategic priorities that move the City towards its long-term goals for a sustainable, resilient and liveable future. The vision and priorities form the basis of the City's Strategic Plan and Corporate Planning Framework, which ties Council's priorities to strategic objectives and strategic initiatives to achieve each objective. A performance measure that states the expected, measurable results or outcome of each objective and initiative is included in the Strategic Plan. The costs of the initiatives are included in the annual budget process and long-range financial plan, thus tying Council's priorities and objectives to budget allocations. Council receives regular reports on the City's operational performance plus client satisfaction regarding core services provided to the public by the City, as well as information about internal, corporate services.

In addition, Council receives an Annual Development Report to update data on Ottawa's population, economy and development activity and analyse trends in Ottawa and the Greater Ottawa Area. Key indicators are compared with those for five other large Canadian cities to assess Ottawa's relative position and are also used to measure achievement of selected planning policy objectives. These include, for example, achievement of this Plan's target for residential intensification and policies that support development around rapid transit stations.

Data collected for the Annual Development Report and other research reports, such as surveys of vacant urban and rural land, also allow the City to compare actual growth with the growth projected in Section 2, as part of a comprehensive review of the Plan.

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The Ottawa 20/20 initiative is based on the implementation of five major growth management plans (see Section 1). Implementation of these plans can be strengthened through an integrated program of monitoring and reporting on performance through an annual Report Card. The Report Card will be based on a set of indicators that best reflect our successes and failures. With regard to the Official Plan, implementation success is dependent upon whether:

- The assumptions underpinning the Plan continue to be valid;
- Policy priorities remain constant or undergo significant change;
- The policies contained in the Plan are being carried out;
- The policies being carried out are having the desired outcomes.

These four success factors provide a convenient framework for selecting and organizing monitoring indicators. However, it is not the intent to establish a complex monitoring program within the Official Plan itself. Many of the specific targets are housed in supporting plans and documents and monitoring of the Official Plan policies will be co-ordinated with monitoring of other plans.

Monitoring of indicators over time will allow us to respond to changing circumstances and continuously improve on the effectiveness of the Official Plan. Quantitative targets will be adopted for those indicators that lend themselves to such treatment. However, the evaluation of trends, outcomes, and changing community values is a very complex, interwoven science. To fully understand these indicators and their implications for policy requires on-going research, monitoring and evaluation in each and every discipline.

#### Policy

1. The City will continue implement an Official Plan monitoring program consisting of targets, indicators, surveys and research to assess changing conditions in Ottawa and performance on matters related to the Official Plan through the Corporate Planning Framework and other research and monitoring activities.

## 5.6 Algonquin Aboriginal Interests

The City recognizes that lands within the boundaries of the City of Ottawa lie within the historic Algonquin Territory that is part of current Treaty Negotiations with the Federal and Provincial Crowns. As such, this Plan will respond to direction from the Federal and Provincial Crowns as to the progress of these negotiations and will incorporate any eOfficial pPlan requirements that arise from the Settlement Agreement. In the interim, the City will seek opportunities for mutually beneficial engagement with the Algonquins on matters that affect aboriginal history and culture.

#### Policies

1. The City of Ottawa will engage the Algonquins of Ontario with regard to land use planning affecting any of the following matters:
  - a. Any initiatives with regard to the Greenbelt, recognizing that the authority for the planning of the Greenbelt vests with the National Capital Commission;
  - b. Protection of water quality, amelioration and utilization of the Ottawa River, Rideau River/Canal and other watercourses throughout the city;
  - c. Any undertaking impacting on navigable waterways and their waterbeds;
  - d. Environmental assessments and mitigation measures located on uncaded lands associated with renewable energy undertakings identified in S.3.1 of this Plan; and
  - e. Utilization of islands in Ottawa and Rideau Rivers.[Amendment #76, July 07, 2011]

## **Annex 1 – Road Classification and Rights-of-Way Protection**

This annex describes road classifications for City roads that, other than local roads, are illustrated on Schedules E to H. Rights-of-way protection requirements for various roads are described in Table 1 of this annex. Additional policies on rights-of-way are also found in the following Sections 1 and 2 of this annex. [Amendment #76, August 04, 2010]

### **1.0 – Classification Summary**

The description that follows of the various classifications of roads is not meant to be interpreted as an absolute standard or limit, which if varied, would automatically necessitate an amendment to this Plan. Rather, these characteristics are intended to act as benchmarks against which variations in any given situation can be assessed in light of the relevant goals and objectives of this Plan. Policy 31 of Section 2.3.1 of this Plan states under what circumstances an amendment is required for changes – additions or deletions – of certain identified road classes on Schedules E to H. The following highlights the classification system used in this Plan for existing and future City roadways:

#### **City Freeway**

City freeway describes a limited access highway with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways. Highway 174 between Highway 417 (Queensway) and Trim Road in Orléans is the only city freeway.

#### **Arterial Roads**

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. The majority of these roadways were formerly identified as regional roads. To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterials road corridors should provide a high degree of connectivity between land uses and places along and across the route. For certain roads such as the Airport Parkway, the City may apply different standards to development with regard to access and setbacks. It is recognised that the arterial road system links to provincial and inter-provincial roads, which are all an integral part of the overall network.

Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters. In parts of the urban area and villages additional roadside features include: street furniture, pedestrian-scale lighting, and trees and other landscaping. This greenery provides visual appeal, summer shade and a defining sense of the linear nature of these travel corridors. The planning of land uses and the local road network on lands adjacent to arterial roads may occur in a manner that can reduce the need for noise attenuation barriers or fencing along extensive lengths of roadway. [Amendment #15, September 8, 2004] [Amendment #76, August 04, 2010]

#### **Major Collector and Collector Roads**

The collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns. The design and construction of collector roads will accommodate the safe and efficient operation of transit services. In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads.

Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features create roadways that are integrated with their neighbourhood. [Amendment #15, September 8, 2004]

### **Local Roads**

Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Local roads, to varying degrees, also serve a collector road function by distributing traffic between collector streets and other local streets. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads. [Amendment #15, September 8, 2004]

### **Lanes**

A lane is a public highway that provides a secondary means of access from a public street to abutting lots.

## **2.0 – Rights-of-Way Protection Requirements**

Section 2.3.1 Transportation indicates that the City will protect rights-of-way for the development of the transportation network of the city. In particular, this involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. This section of Annex 1 sets forth the right-of-way (ROW) widths that the City may acquire for roads, shown in Schedule E to H, and additional ROW policies. The ROW distances indicate the width of land that the City has identified will be needed to accommodate the range of possible transportation and infrastructure facilities such as: roadway lanes for cars, truck, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; public utilities, lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.). [Amendment #76, August 04, 2010]

Rights-of-way protection requirements can be grouped in three general categories as follows:

1. **a ROW width for a new road**- this is where a wholly new road is to be built, with this most often occurring in the urban growth areas outside of the Greenbelt; [Amendment #76, August 04, 2010]
2. **minor widening of an existing road ROW**- these happen where the existing ROW is somewhat less than the street design standard and the widening lands are usually needed to accommodate one or more of the following: [Amendment #76, August 04, 2010]
  - a. an enlargement of the curb lane for cyclists, be it a wider shared lane with motorized vehicles or a newly separately marked cycle lane, either of which remedies the situation of insufficient lane space for cyclists, [Amendment #76, August 04, 2010]
  - b. an increase in sidewalk width, thus allowing more room for pedestrians needs and the space requirements for street elements such as lighting poles, bus stops, etc. [Amendment #76, August 04, 2010]
  - c. additional room for street landscaping, thereby permitting the introduction of trees and shrubs where none existed before or enlargement of the space for the greenery that may already exist. [Amendment #76, August 04, 2010]

Such minor road widening will occur generally along existing roadways within the Greenbelt.

3. **Major widening of a existing road ROW**- where the widening to be taken is of significant size and would be used for a combination of new traffic lanes and space for cycling, street landscaping and the addition or enlargement of sidewalks. Major road widening of an existing road ROW are typical of urban growth areas outside of the Greenbelt where the travel growth needs of the community require major roadway enlargements. [Amendment #76, August 04, 2010]

Table 1 that follows shows required ROW protection widths that have taken into consideration: the road corridor design guidelines for the City's arterial, major collector and collector roadways as they are applied primarily to existing roadways; recent Environmental Assessment reports, approved Community Design Plans and other transportation planning studies or design guidelines. Annex 1 does not generally include a repeat of the City-



approved standards for right-of-way widths for future major collector, collector and local roads that occur within a subdivision development. Such City roadway standards nonetheless apply and will be a required condition of development approval.

[Amendment #76, August 04, 2010]

**Policies:**

1. **ROW interpretation** – Except as specifically indicated otherwise in Table 1 of this Annex, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time the widening is required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface.  
[Amendment #76, August 04, 2010]
2. **Developing Areas** – The required ROWs for all future major collector and collector roads, primarily in developing areas of the city, are not shown in the tables in this annex. The City will establish the ROW of these future roadways, primarily on lands subject to a subdivision application, by way of City-approved standards for the development of roadways using the subdivision approval process. As stated in policy 32 of Section 2.3.1, an amendment to Schedules E to H will not be required for the roadway network revisions that involve the addition or deletion of major collector or collector roads. [Amendment #76, August 04, 2010]
3. **Exception to ROW Requirements** – Under certain situations the City may decide to reduce or waive the requirements shown in this Plan for the acquisition of lands for a road widening from adjacent properties. This may be done to reflect site constraints, existing physical development or encroachment, placement of buildings, heritage structures, scale of proposed development and pedestrian safety. Decisions to possibly vary right-of-way requirements will be based on consideration of such matters as:
  - a. Comprehensive studies – A lesser right-of-way is recommended by an approved area-specific study, such as a community design plan, a community improvement plan, streetscape improvement plan, area traffic management plan or similar study approved by the City for the road segment.
  - b. Impact on valued resources – Where there would be possible loss or substantial adverse impact on City-identified significant resources in the form of heritage buildings or structures, archaeological sites, natural heritage features or other features/resources deemed of significance by the City.
  - c. Recent road designs – Where the detailed design for new or recently completed road segments accommodates rights-of-way identified in previous official plans or environmental assessments and adequately takes into consideration the best practices to promote walking, cycling and transit use; provides adequate space for services and utilities; and creates an attractive landscaped public area.
  - d. Potential effect on site development – Where the potential for the protected ROW to render a property virtually non-developable according to the applicable zoning by-law standards and for which a rezoning or minor variance may not be able to resolve the difficulty.
  - e. Pedestrian widening/easement in Central Area – Where the application of other measures or techniques instead of the widening/easement policy in the Central Area, provides for adequate at-grade spatial requirements for pedestrians.
  - f. Building setback incongruities – Where potential new buildings would have to be set back substantially more than existing buildings, creating an indented pattern of development that would not be in keeping with the character of an existing area and there is no advantage or enhancement to the public road created by the setback.
  - g. Village road ROW continuity- where there would be the creation of a noticeable disjoint or jog in ROW between an existing roadway in a modern planned subdivision and a proposed extension of that roadway in a new contiguous development. [Amendment #76, August 04, 2010]
4. **Widening/easement: Central Area** – In Table 1, Urban Arterial and City Freeway Rights-of-way, certain streets in the Central Area of the city are identified as being subject to a widening/easement policy. In addition to ~~the any~~ proposed right-of-way widening, a surface easement for the use of pedestrians will be required along the full length of property frontages. Unless otherwise determined by the City, this easement

will generally consist of dimensions as described in this paragraph. The easement will have a height of ~~3.7~~ 4.5 metres from finished grade surface. The width of this easement measured from the proposed right-of-way varies according to the design of the building. Where a building cantilevers over the easement, a width of 1.5 metres is required. Where columns support the part of a building built over the easement, the width required is 2.5 metres plus the width of the columns. Where a cantilevered building and a column-supported building are located adjacent to each other, there must be a clear passage for pedestrians of 1.5 metres in the easement where the buildings meet.

5. **Corner Triangles** – The City will require the land for a road widening to provide corner triangles at intersections. Depending on the location and type of roads involved, the maximum length of the side of a corner triangle will vary in the general range of 3 to 10 metres. The City will determine the requirements for each corner triangle based on detailed engineering requirements.
6. **Intersection Widening**– The City may require additional right-of-way widening for any road that intersects with a city freeway, arterial, major collector, or collector road, in proximity of the intersection. The extent of right-of-way widening to be required will be established by a traffic study and a functional design of the associated intersection that addresses the need for additional intersection-related ~~components~~ features such as roundabout components, turning lanes, transit facilities, on-road cycling facilities, traffic signals, street lighting and medians. [Amendment #76, August 04, 2010]
7. **Rail Crossings** – The City may also require additional rights-of-way where there is an existing at-grade crossing of a city road and a railway line. This land will be in the shape of a triangle, at each corner of the crossing. Where a road and railway line cross, the maximum length of the triangle along the road will be in the range of 170 metres, and the maximum width of the triangle measured from the road will be in the range of 15 metres. This land may be used to construct a grade-separated crossing at some time in the future. Detailed City-approved engineering requirements will establish the exact requirements for such widening of various types of roads where there is a rail line crossing.
8. **Watercourse Crossings**– The City may require additional right-of-way where there is a crossing of a city road with a watercourse. This land will be in the shape of a triangle at each corner of the crossing. The dimensions of the triangle will be established by a functional design of the crossing that addresses the need for watercourse crossing structures such as a bridge or culvert and the associated land required for construction and maintenance of the structure. [Amendment #76, August 04, 2010]
9. **Turn Lanes required by Site Development**– The City may require additional road right-of-way where a transportation study indicates that there is a need for a dedicated turn lane or lanes into or from a development site. **This may** occur in situations such as large developments or redevelopments along arterial roadways and is necessary to maintain the land required to provide pathways, landscaping, utility corridors and other facilities planned for the road right-of-way. [Amendment #76, August 04, 2010]
10. **Hydro Corridors and Road ROWs**– Planting of trees and landscaping in the immediate vicinity of existing or planned hydro line facilities is prohibited. This impacts the ability of the City to provide street trees and similar landscaping where existing or planned roadways run immediately adjacent to or along these utility corridors. Therefore in the preparation of community design plans and Environmental Assessment Studies or the review of plans of subdivision the City may require larger road right-of-way requirements or the provision of landscape buffers for proposed roads that will lay adjacent to hydro line corridors so that the street trees and similar landscaping can also be accommodated. [Amendment #76, August 04, 2010]

**Table 1- Road of Right-of-Way Protection**

Road	ROW to be Protected
Arterials in the rural area (as shown on Schedules G and H of the Official Plan)	ROW to be protected is <b>30 metres</b> unless otherwise indicated
Collectors in the rural area (as shown on Schedules G and H of the Official Plan)	ROW to be protected is <b>26 metres</b> unless otherwise indicated
Local roads in the rural area	ROW to be protected is <b>20 metres</b> unless otherwise indicated

Lanes in the Urban Area

ROW to be protected for lanes where only residential land uses abut is **6 metres** unless otherwise indicated

Lanes in the Urban Area

ROW to be protected for lanes where commercial or mixed residential commercial land uses abut is **8 metres** unless otherwise indicated

**The Table listing roads** in alphabetical order will be amended to make the following additions and alterations:

Road	From	To	ROW to be Protected	Classification	Sector
Barnsdale	Eagleson	Prince of Wales Highway 416	30	collector	rural
Barnsdale	Highway 416	Prince of Wales	40	arterial	urban and rural
Beechwood	Vanier Parkway	Marier	11.5 north side, 13 south side	arterial	urban
Beechwood	Vanier Parkway Marier	Joliette	23	arterial	urban
Blais	Bank	Hawthorne	30	collector	rural
Donald B. Munro	Thomas A. Dolan	Carp River	26	collector	rural
Donald B. Munro	Carp River	Falldown (east leg)	23	collector	village
Donald B. Munro	Falldown (east leg)	Langstaff	16	collector	village
Donald B. Munro	Langstaff	Farmridge	23	collector	village
Donald B. Munro	Farmridge	March	26	collector	rural
Earl Armstrong (extension)	Albion	Bank	44.5	arterial	rural and urban
Greenbank realignment	Future Chapman Mills	Cambrian	41.5 Note: Subject to varying widening requirements of Greenbank Road ESR	arterial	urban
Innes	Blackburn Hamlet Bypass Rondel	Blackburn Hamlet Bypass (east)	34 26	major collector	urban
Kanata North-South Arterial	Highway 417	Hazledean	37.5	arterial	urban
Kanata North-South Arterial	Hazledean	Fernbank	41.5 44.5	arterial	urban
O'Connor	Wellington	Nepean	20 Note: Subject to widening/easement policy	arterial	urban
O'Connor	Wellington Nepean	Isabella	20	arterial	urban
Palace	Montreal	Northeast corner of Lot 85	2.0 additional from each side	local	urban
Perth	Village boundary (west)	Eagleson	30	arterial	village
Queen	Lyon	Elgin	Note: Subject to widening/easement policy	local	urban
Renaud	150 m of White West of Belcourt	150m of Mer Bleue Future cul de sac	24	collector	urban
Renaud	Belcourt	Mer Bleue	30.5	collector	urban
Riverside South transit street	street 4	collector road E	43	collector	urban
Main	Highway 417	Clegg	23	arterial	urban

Notes:

1. All distances are in metres.

2. All unequal widening measured from centreline unless specified.
3. "ECP" – signifies Existing Corridor Protection
4. "G" – signifies Greenbelt for which unique rights-of-way protection policy apply as follows: For arterial road segments located entirely within the Greenbelt, the right-of-way requirements vary depending on: the number and width of travel lanes; the treatment of curbs, medians, and road drainage; and other amenities to be provided in the corridor. On this basis, the right-of-way to be acquired by the City and the means to acquire the land will be determined with involvement of the National Capital Commission on a case-by-case basis a road modifications are being planned. In the event that a portion of Greenbelt land is conveyed to another owner, a minimum road-widening requirement of 42.5 m shall apply for an arterial road segment adjacent to that land.  
For segments adjacent to the Greenbelt along only one side, the ROW dimension for the urban area side should be protected, with an additional 5.0 m widening requested along the Greenbelt side (to construct the wider rural cross-section). As always, the widening requirements are to be measured from the existing road centerline.
5. VRW - signifies variable rights-of-way. From the abutting properties a widening and or an easement will be taken.
6. The widening of Trim Road will be designed as no more than a 4-lane divided arterial road, with turning lanes at intersections as required, and this will not be altered without the appropriate Environmental Assessment Act reviews and the appropriate Official Plan Amendments.
7. "Uneven" means topographic or other features may require an uneven road widening, detail of which will be determined by the City normally upon examination of a development application on adjacent lands. [Amendment 15, September 8, 2004][Amendment #76, OMB File #PL100206, August 18, 2011]