



Annotated Official Plan Amendment #180

Showing proposed changes to the Official Plan
(as amended by OPAs#140 and #150)

DRAFT FOR INFORMATION ONLY
FOR LEGAL PURPOSES REFER TO
THE ORIGINAL AMENDMENT ADOPTED BY COUNCIL

January 2017

KEY to Notation

Regular Text In Column 1 is policy as approved in the Official Plan

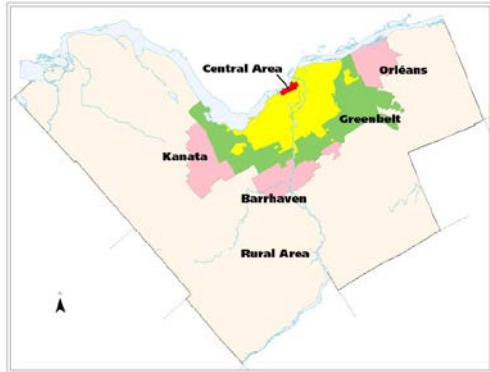

Red Text is text added by OPA 150 (under appeal)

Blue Text is text added by OPA 140 (under appeal)

Strikeout ~~Text~~ in Column 1 is text or policy that is proposed to be deleted or replaced by this amendment.

Bold black **Text** in Column 2 is new text or policy proposed by this amendment

Annotated Official Plan Amendment #180

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
1.1	<p>1.1 – The Role of the Official Plan</p> <p>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 2034. Always Canada’s symbolic focal point, Ottawa is among the country’s most geographically extensive and populous urban areas, responsible for providing services to a population of 940,000 in 2013.</p>	<p>1.1 – The Role of the Official Plan</p> <p>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 2036. Always Canada’s symbolic focal point, Ottawa is among the country’s most geographically extensive and populous urban areas, responsible for providing services to a population of 940,000 in 2013.</p>
1.4	<p>1.4 Building a Sustainable City</p> <p>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 2034. The main supporting plans are:</p> <ul style="list-style-type: none"> • 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. 	<p>1.4 Building a Sustainable City</p> <p>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 2036. The main supporting plans are:</p> <ul style="list-style-type: none"> • 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.
2.1	<p>2.1 – Patterns of Growth</p> <p>The Geography of Growth</p> <p>Figure 2.1</p> 	<p>2.1 – Patterns of Growth</p> <p>The Geography of Growth</p> <p>Is amended to replace Figure 2.1</p> 

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.

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
Total	871,000	923,000	1,031,000	1,136,000
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
Total	346,000	376,000	436,000	489,000
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
Total	530,000	578,000	640,000	703,000
Notes:	<ol style="list-style-type: none"> Totals may not add due to rounding 2006 figures are estimated actual; other years are projections Population and households are adjusted for Census undercounting. Population includes institutional residents; households exclude institutional residents. 2006 employment based on City of Ottawa Employment Survey, adjusted for undercounting. 			

Growth in Numbers

The projected growth to **2036** 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.

Figure 2.2

Projected Growth in Population, Households and Employment, City of Ottawa, 2011 to 2036				
Population				
	2011	2021	2031	2036
Inside Greenbelt	530,000	558,000	592,000	609,000
Outside Greenbelt, Urban	300,000	369,000	450,000	488,000
Rural	91,000	101,000	112,000	117,000
Total	921,000	1,028,000	1,154,000	1,214,000
Households				
	2011	2021	2031	2036
Inside Greenbelt	239,000	252,000	270,000	278,000
Outside Greenbelt, Urban	109,000	136,500	170,000	186,000
Rural	32,000	35,400	40,500	43,000
Total	380,000	424,000	480,000	506,000
Employment				
	2011	2021	2031	2036
Inside Greenbelt	455,000	505,000	545,000	566,000
Outside Greenbelt, Urban	85,000	112,000	134,000	145,000
Rural	26,500	30,000	33,000	34,500
Total	566,000	648,000	711,000	745,000
Notes:	<ol style="list-style-type: none"> Totals may not add due to rounding 2011 figures are estimated actual; other years are projections Population and households are adjusted for Census undercounting. Population includes institutional residents; households exclude institutional residents. 2011 employment based on City of Ottawa Employment Survey, adjusted for undercounting. 			

Section

Column 1 - Official Plan as Amended by OPA 150 - 2013

Column 2 - Draft Official Plan Amendment - 2016

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.

Ottawa's population is projected to grow by up to **32 per cent by 2036** compared to **2011**, reaching an estimated **1.2 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 **2005 to 2015** 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 21 per cent by 2036**. 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 **167,000 jobs by 2036**, 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 **5 per cent** of the new jobs.

2.2

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** ranging in size from less than a hundred to more than 5,000 people, **as well as** scattered development. These communities are part of the overall fabric of the city and are valued for their contribution to the **quality of life in Ottawa**.

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 **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

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** ranging in size from less than a hundred to more than 5,000 people, **as well as** scattered development. These communities are part of the overall fabric of the city and are valued for their contribution to the **quality of life in Ottawa**.

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 **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

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

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
---------	---	---

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. **Most villages** are low in density and small in size. These are qualities that village residents value and expect to persist. **As** in other **communities**, residents of **villages** are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities.

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;

a factor in determining compatibility within a community.

Urban and Rural Employment Areas are lands reserved for specific land uses that need strategic locations or separation distances by virtue of their activity from other land uses. Urban and Rural Employment Areas are important to help diversify the local economy that is dominated by government, office and population-related services. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents.

Many of the larger and older Urban Employment Areas are inside the Greenbelt, well established, and have good access to highways, rail and/or arterial roads. The combination of these attributes makes these business parks a key component to diversifying the local economy and therefore they should be protected over the long term. However the small supply of vacant land limits their ability to accommodate future job growth within this sector of the economy. Expansion is difficult for all of these areas due to established adjacent uses. Most of the vacant supply is in locations outside of the Greenbelt where the majority of future Urban Employment Area jobs are expected to locate.

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. **Most villages** are low in density and small in size. These are qualities that village residents value and expect to persist. **As** in other **communities**, residents of **villages** are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities.

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;
- Protect rural character by restricting the type and intensity of development that is permitted outside the Village designation; **and**
- **Direct rural employment growth that is not appropriate in a village to Rural Employment Areas.**

2.2.2	2.2.2– Managing Intensification Within the Urban Area	2.2.2– Managing Intensification within the Urban Area
	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	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

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

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

Section

Column 1 - Official Plan as Amended by OPA 150 - 2013

Column 2 - Draft Official Plan Amendment - 2016

densities in a compact form.

Policies

Definition of Intensification

1. Residential intensification means **the development** 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.
2. Employment intensification means **the development** 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~~;
 - d. Replacing uses with a low number of employees with uses having a higher number of employees.

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.~~**

Employment

~~25. 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 five urban communities outside of the~~

densities in a compact form.

Policies

Definition of Intensification

1. Residential intensification means **the development** 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.
2. Employment intensification means **the development** 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 **Urban Employment Areas as identified in Policy 1 Section 2.2.3;**
 - d. Replacing uses with a low number of employees with uses having a higher number of employees.

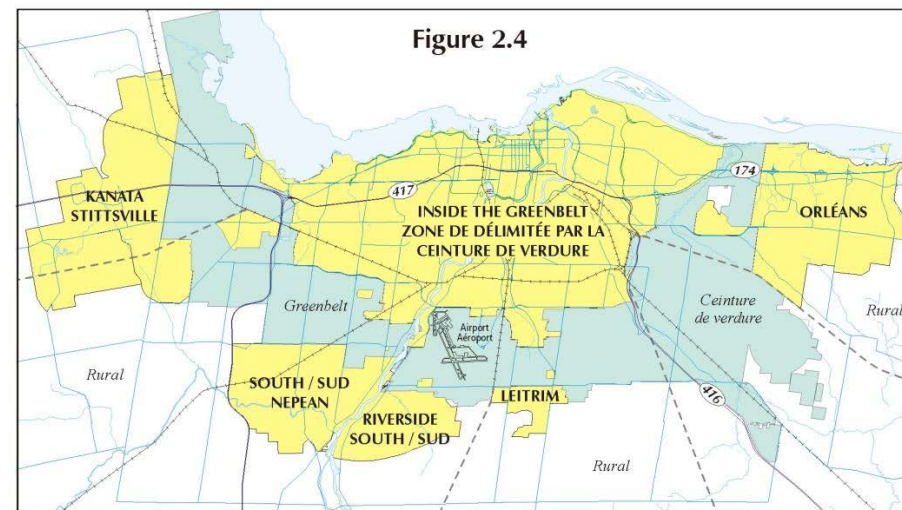
3. **The City's target for residential intensification, as defined in policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The targets are: 40 per cent in 2017-2021; 42 per cent in 2022-2026; 44 per cent in 2027-2031; and 46 per cent in 2032-2036.**

Section 2.2.3 City-wide Employment Area Policies

This Plan supports the protection of business and economic activity clusters inside

Greenbelt as shown in Figure 2.5.

26. 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.



27. ~~The City encourages intensification of employment 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.~~
28. ~~Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will be located in areas adjacent to the Rapid Transit and Transit Priority 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 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;~~
 - ~~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 Business Park and South Business Park, until such time as a secondary plan is adopted for these areas.~~

the Greenbelt, within Villages, and at strategic locations close to major goods movement facilities and corridors. These lands often come under pressure from other land uses that also may find it advantageous to locate in areas with these characteristics, increase land values and undermine this Plan's intention to protect and preserve land for employment uses and economic diversity. This Plan manages economic growth and diversity by protecting 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.

Employment lands inside the Greenbelt are well served by the transportation system providing good access to a diversity of jobs. This supports the concept of complete communities, where residents have opportunities to live closer to their work. Employment lands inside the Greenbelt and those that are in close proximity to highway interchanges, freight railways and/or arterial roads are strategic locations for employment uses. To support efficient workforce access to employment locations, Major Office development is directed adjacent to transit infrastructure.

Policies

- Employment Areas corresponding to clusters of business and economic activities in the Provincial Policy Statement include: Urban Employment Areas designated on Schedule B of this Plan, Prestige Business Parks and Business Parks designated in Secondary Plans, Industrial Areas designated in Village Plans, and Rural Employment Areas designated on Schedule A of this Plan. Notwithstanding Schedule B of this Plan where lands are designated Prestige Business Park or Business Park in a Secondary Plan the Urban Employment Area designation shall correspond to the more detailed land use schedule in the Secondary Plan. Employment uses are those described in Sections 3.6.5. and 3.7.5. of this Plan and the respective sections in the Secondary Plans and Village Plans relating to employment areas.
- In all urban communities outside the Central Area, areas will be planned for a range of employment opportunities. Urban Employment Areas within each of the five urban communities outside of the outer edge of the Greenbelt, as shown in Figure 2.1, will be designated to ensure an ongoing supply of vacant Urban Employment Lands. The amount of employment land to be maintained in each community shall be determined at the time of a comprehensive review.
- 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.
- While it is the City's preference to locate most employment uses in the Urban Area and Villages, agriculture, aggregate resources and other agriculture-related industries will support employment throughout the Rural Area. Employment uses

Section

Column 1 - Official Plan as Amended by OPA 150 - 2013

Column 2 - Draft Official Plan Amendment - 2016

f) ~~Major Office Development will only be considered in General Urban Areas where:~~

- i) ~~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~~
- ii) ~~The site is on an Arterial Road on Schedules E or F; and~~
- iii) ~~The immediate area is characterized by existing or planned commercial development; and~~
- iv) ~~The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.~~

~~29. Major Office Development will play a fundamental role in supporting and increasing the ridership of the 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.~~

~~30. 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 30 and 31 below, employment lands include Employment Areas and Enterprise Areas designated on Schedule B, and 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 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.~~

~~31. A comprehensive review to assess requests to convert employment lands to other purposes will consider such matters as:~~

- a) ~~Whether the employment lands being proposed for conversion are unsuited for employment purposes and whether there practical means to make them suitable;~~
- b) ~~Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;~~
- c) ~~The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;~~
- d) ~~The distribution of employment land throughout the city, including the desire of the City to create complete communities by balancing job and housing opportunities in~~

that are not appropriate in a Village due to their impacts, and which do not require municipal services, are encouraged to locate in designated Rural Employment Areas.

- 5. **The City encourages intensification and renewal of employment uses within the Urban Employment Areas located inside the Greenbelt. Because of their central location these Employment Areas provide access to goods movement corridors and major transportation routes for workforce access. These locations also create stable operating environments for a wide variety of traditional industrial uses, which helps to diversify the local economy.**
- 6. **Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will play a fundamental role in supporting and increasing the ridership of the Rapid Transit and Transit Priority Network and shall be located in areas adjacent to the Rapid Transit and Transit Priority Network. Except where currently permitted by zoning, the City will only permit new Major Office Development in the following locations:**
 - a. Central Area;
 - b. Mixed Use Centres;
 - c. Town Centres;
 - d. **On land fronting Traditional Mainstreets 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;**
 - e. **Urban Employment 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.**
 - f. **Kanata North and Kanata South Urban Employment Areas once a secondary plan for the Area or Areas has been adopted and identifies the preferred location for Major Office Uses.**
 - g. **General Urban Areas where:**
 - i. ~~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~~
 - ii. ~~The site is on an Arterial Road on Schedules E or F; and~~
 - iii. ~~The immediate area is characterized by existing or planned commercial development; and~~
 - iv. ~~The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.~~
- 7. **The City plans, protects and preserves lands for current and future employment uses through a comprehensive review process and therefore discourages the**

Section

Column 1 - Official Plan as Amended by OPA 150 - 2013

Column 2 - Draft Official Plan Amendment - 2016

all urban communities outside the Central Area.

- e) The ability to provide sufficient opportunities for the clustering of areas of like employment;
- f) The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;
- g) The preservation of employment ~~lands~~ **in areas** proximate to 400 series highway, **interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;**
- h) The preservation of employment ~~lands~~ 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** use(s) would ~~enhance or detract from~~ 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 Employment 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

removal of employment lands for other purposes on an individual basis.

Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review 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.

- 8. A comprehensive review to assess requests to convert employment lands to other purposes will consider such matters as:
 - a. **Whether the employment lands being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;**
 - b. **Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;**
 - c. The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;
 - d. The distribution of employment land throughout the city;
 - e. The ability to provide sufficient opportunities for the clustering of areas of like employment;
 - f. The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;
 - g. The preservation of **lands for employment uses in areas** proximate to 400 series highway **interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;**
 - h. The preservation of **lands for employment uses** proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.;
 - i. The preservation of a diversity of **Urban and Rural Employment Areas** 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. **The impact the proposed** use(s) would **have** on the viability of any remaining

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
	<p>xi) Maintenance of the identity of the employment uses or area</p> <p>32. Policy 29 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.</p>	<p>employment lands or existing employment uses with regard to matters such as:</p> <ul style="list-style-type: none"> 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 Urban or Rural Employment 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. <p>9. Policy 8 above does not apply to those Urban Employment Areas with a site specific exception to permit residential uses as listed in Section 3.6.5 of this Plan.</p>
<p>2.3.1</p>	<p>2.3.1 Transportation</p> <p>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.</p>	<p>2.3.1 Transportation</p> <p>The share of travel by sustainable modes—walking, cycling, transit and automobile passenger—is targeted to reach 50 per cent of the total trips in the city by 2031. This is an increase from the 2011 level of 45 per cent. This shift in modal split is anticipated to continue to increase over the period of this Plan. Achieving this target means a substantial increase in travel by transit, since transit will be providing a larger share of all trips as the population grows. Despite this shift towards walking, cycling and transit, expansion of the road network will be necessary, particularly to provide new or improved road access to suburban communities beyond the Greenbelt. The need for new roads and ongoing improvements to the road infrastructure network is identified in the Transportation Master Plan.</p>

3.6.1

3.6.1 General Urban Area

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 m² 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.
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.
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.
 - 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.
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.

3.6.1 General Urban Area

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 m² 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.
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.
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.
 - 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.
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. A district park of 11.1 gross hectares shall be provided southwest of the Highway 417 and Palladium Drive interchange.

3.6.5 3.6.5 – Employment Area and Enterprise Area

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** 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.~~

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;
- 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. **Employment Areas** will ~~have various locational attributes depending on the type of Employment Area~~ such as key locations on 400 series

3.6.5 – Urban Employment Area

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** 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. 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, **Urban** 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.

To help provide access to these jobs Urban Employment Areas should be centrally located or close to highways and/or transit depending on the focus of the business park. Urban Employment Areas outside of the Greenbelt at highway interchanges are strategically located for a range of Urban Employment uses, particularly those that have a regional draw and rely on major goods movement corridors for their function. Urban Employment Areas not located in proximity to highway interchanges are expected to provide Employment uses that serve the local population or create synergies with local institutions such as the Macdonald-Cartier International Airport, RCMP headquarters, or high-tech clusters.

Urban 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;
- 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 **Urban** Employment Area **on Schedule B of this Plan** will be determined, in part, by its ability to accommodate at least 2,000 jobs. **The attractiveness for uses in Employment Areas will vary based upon location** attributes such as key locations on 400 series highways and multi-lane arterials, and locations that

Section**Column 1 - Official Plan as Amended by OPA 150 - 2013****Column 2 - Draft Official Plan Amendment - 2016**

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% 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~~

have good truck, rail or air access. These are also areas that can provide large parcels of land at affordable prices. **Lands designated as Urban Employment Areas on Schedule B of this Plan** 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 2.2.3 of this Plan.**

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

Policies

- 1. Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities. Urban Employment Areas shall be distributed throughout the urban area to help provide access to jobs throughout the city. Established Urban Employment Areas have capacities ranging from 2,000 to 20,000+ jobs. The City shall maintain sufficient land in these Employment Areas to maintain the Employment objectives established in the City Employment Survey. New Urban Employment Areas shall have sufficient land to accommodate a minimum of 2,000 jobs based upon a diversified cluster of business types and economic activity and employment densities. These New Employment areas must also be located so that they have designated truck route access. Some Urban Employment Areas may not be contiguous as a result of natural or human-made barriers, or existing land uses.**
2. In **Urban** Employment Areas, the Zoning By-law will:
 - a. Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;**
 - 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 office uses and similar uses at similar densities, including, research & development and emergency services. Universities, community colleges and private career colleges will be established by an amendment to the Zoning By-law and are subject to Major Urban Facilities Policies 5 to 10 in Section 3.6.7**
 - 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

Section

Column 1 - Official Plan as Amended by OPA 150 - 2013

Column 2 - Draft Official Plan Amendment - 2016

~~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. Some Employment Areas may not be contiguous as a result of natural or human-made barriers, or existing land uses..~~

2. In Employment and Enterprise Areas, the Zoning 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;
- ~~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 Zoning 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 [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~~

the gross leaseable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage;

- e. 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 **Urban** Employment Areas. Ancillary uses are to be clearly incidental to the primary employment-generating uses listed in subsections a, b and c above, and will not be of a size or nature that draw clientele from a beyond the local area. **Ancillary uses consisting of a single occupancy on an individual pad shall be limited to 750 m² of gross floor area. Alternative and area specific limitations may be determined through a municipally-initiated Zoning By-law Amendment that analyses the appropriate size and application of ancillary uses relative to the circumstances and attributes of the different Urban Employment Areas to their surrounding community. The Zoning By-law shall establish an individual occupancy and a cumulative total gross floor area limit for ancillary uses. Amendments to either the individual or cumulative limits above shall assess whether the use with the proposed floor space is ancillary to the subject Urban Employment Area;**
- f. **Consider through a site specific amendment to the Zoning By-law permitting low density institutional uses such as community centres, daycares, places of worship only if the proposed use is compatible with existing and potential permitted uses as specified in the Zoning By-law; and, the ability for the remainder of the Urban Employment Area to achieve the requirements of Policy 1 above or as otherwise provided for in a Secondary Plan. The compatibility assessment will be guided by the Ministry of the Environment D Series Guidelines, as amended. The identification of potential permitted uses may consider the impact that existing uses adjacent to and within the Urban Employment Area may already have on a non-existing use that is permitted in the Zoning By-law.**
- g. 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);
- h. 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 [Transport Canada's "Land Use in the Vicinity of Airports"](#)

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
	<p>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;</p> <p>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;</p> <p>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 04733-0055 and 04733-0056 located east of Merivale Road and west of Prince of Wales Drive in the South Merivale Business Park.</p> <p>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).</p> <p>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:</p> <p style="padding-left: 40px;">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;</p> <p style="padding-left: 40px;">b. A High-Rise 10-30 Building may be considered generally within 400 metres walking distance of a rapid transit station.</p> <p>5. Enterprise Areas are intended to be Employment Areas that are characterized by the presence of a high proportion of 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.</p> <p>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 be only be considered once following criteria are met:</p> <p style="padding-left: 40px;">a. The applicable policies in Section 4 have been satisfied;</p> <p style="padding-left: 40px;">b. A mix of housing is provided but all housing is in the form of townhouses, stacked</p>	<p>document TP1247E;</p> <p>3. The City will discourage the removal of employment lands for other uses as set out in Section 2.2.3 of this Plan.</p> <p>Site-Specific Exceptions</p> <p>4. Notwithstanding any provisions of this Plan that establish minimum land requirements for an Urban Employment Area, the Iber Road Urban Employment Area shall have sufficient land to establish a cluster of business and economic activity consisting of at least 1,000 jobs at a range of densities.</p> <p>5. Notwithstanding any provisions of this Plan that prohibit retail uses on lands designated Urban 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;</p> <p>6. Notwithstanding any provisions of this Plan that prohibit institutional uses on lands designated Urban Employment Area, 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;</p> <p>7. 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 04733-0055 and 04733-0056 located east of Merivale Road and west of Prince of Wales Drive in the South Merivale Business Park.</p> <p>8. Notwithstanding any provisions of this Plan that prohibit retail uses on lands designated Urban 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).</p> <p>9. Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, the lands bounded by Legget Drive on the west and south, Herzberg Road and the rail line on the east, and the properties fronting onto the north side of Terry Fox Drive on the north, in addition to the permitted uses in Policy 2 above, residential uses may be permitted by an amendment to the Zoning By-law, provided the following criteria are met:</p> <p style="padding-left: 40px;">a. At least 50 per cent of the lands identified above will be devoted to employment uses;</p> <p style="padding-left: 40px;">b. A Secondary planning process has been prepared to the City's satisfaction and includes the items identified in Policy 5 of Section 2.5.6 of the Official</p>

Section**Column 1 - Official Plan as Amended by OPA 150 - 2013****Column 2 - Draft Official Plan Amendment - 2016**

~~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;~~
- ~~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;~~

7. The City will discourage the removal of employment lands for other uses as set out in Section 2.2.2 of this Plan.

Site Special Exceptions

- ~~8. 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.~~
- ~~9. 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~~

Plan

- c. The proposed housing is in the form of townhouses, stacked townhouses or apartments.**
 - d. Residential uses are linked to adjacent areas by roads and pathways;**
 - 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. The applicable policies in Section 4 have been satisfied;**
 - g. The amelioration of potential adverse impacts from adjacent non-residential lighting, noise, odour, dust or traffic can be achieved on-site as part of the development.**
10. Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, the lands identified by Parcel identification Number 04699-0100; and, the community commonly known as “Bellwood Estates” identified by Parcel Identification Numbers 04699-0023 and 04699-0025, in addition to the permitted uses in Policy 2 above, residential uses may be permitted by an amendment to the Zoning By-law, provided the following criteria are met:
- a. A Secondary planning process has been prepared to the City’s satisfaction and includes the items identified in Policy 5 of Section 2.5.6 of the Official Plan**
 - b. The proposed housing is in the form of townhouses, stacked townhouses or apartments.**
 - c. Residential uses are linked to adjacent areas by roads and pathways;**
 - d. 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;**
 - e. The applicable policies in Section 4 have been satisfied;**
 - f. The amelioration of potential adverse impacts from adjacent non-residential lighting, noise, odour, dust or traffic can be achieved on-site as part of the development.**
11. The eastern boundary of the Urban Employment Area at Leitrim Road and Albion Road will be defined by the realignment of Leitrim Road as identified by an approved Environmental Assessment. Notwithstanding Policy 8 in Section 2.2.3 of this Plan lands east of the Leitrim Road realignment have been assessed through a comprehensive review and will not require a further conversion analysis. Applications for the development of the land east of the Leitrim Road realignment will not be considered until an Environmental Assessment has determined the final location of the realigned road. The Environmental

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
	<p>remaining Enterprise Area land; and</p> <p>d. development within the remaining Enterprise Area shall provide for a minimum average density of 125 jobs per net ha.</p> <p>10. The Employment and Enterprise Areas in the Kanata North Business Park and the Kanata South Business Park, 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.</p> <p>11. Notwithstanding the provisions of Policy 6 above to the contrary, on the lands identified as 8600 Jeanne d'Arc Boulevard North no residential development will be permitted until 10,000 square metres of office floor space has been constructed. Residential uses may occupy greater than 50 per cent of the total site where the additional units are included in one or more mixed-use buildings. Any building containing residential uses shall be limited in height to a maximum of 10 storeys.</p> <p>12. For the lands known as 3490, 3590 and 3484 Innes Road, no residential development will be permitted until 32,000sqm of Office space has been constructed</p>	<p>Assessment shall consider an alignment that is viable for Employment uses on vacant lands immediately west of the proposed alignment.</p> <p>12. Employment uses within 400 metres of the planned rapid transit station at Mer Bleue Road in the South Orléans Urban Employment Area shall have a minimum density of 200 jobs per hectare. The minimum density may be reviewed and if necessary amended by a secondary planning process.</p> <p>13. Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, for the lands known as 8600 Jeanne d'Arc Boulevard North, residential development in the form of townhouses, stacked townhouses or apartments will only be permitted after 10,000 square metres of office floor space has been constructed. Residential uses may occupy greater than 50 per cent of the total site where the additional units are included in one or more mixed-used buildings. Any building containing residential uses shall be limited in height to a maximum of 10 storeys.</p> <p>14. A minimum of 21.9 gross hectares of developable Urban Employment Area land is to be provided southwest of the Highway 417 and Palladium Drive interchange. For the purposes of this policy lands containing a park or stormwater management ponds shall not be considered as developable lands for employment uses.</p> <p>15. Notwithstanding any provisions of this Plan that prohibit a Retirement Home and Residential Care Facility on lands designated as Urban Employment Area, a Retirement Home and Residential Care Facility may be permitted on the lands identified by Parcel Identification Number 14563-1329.</p>
3.7.2	3.7.2 – General Rural Area	3.7.2 – General Rural Area
	<p>5. A Zoning By-law amendment will be required where any of the following uses are proposed in General Rural Areas:</p> <p>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;</p> <p>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;</p> <p>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</p>	<p>5. A Zoning By-law amendment will be required where any of the following new uses are proposed in General Rural Areas:</p> <p>a. Agriculture-related industrial and commercial uses, such as farm equipment and supply centres, farm equipment repair shops, and nurseries.</p> <p>b. 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;</p> <p>c. New sand and gravel pits and underground mining for any mineral resources, subject to Section 3.7.4;</p> <p>d. Other new non-residential uses that would not be better located within a Village or Rural Employment Area 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</p>

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
	<p>3.6.7;</p> <p>d. New sand and gravel pits and underground mining for any mineral resources, subject to Section 3.7.4;</p> <p>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;</p> <p>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;</p> <p>g. Grandparented country lot subdivision as provided for in policy 8 below.</p> <p>6. When considering an application to amend the Zoning By-law to permit a new use identified in policy 5 of this subsection, the following matters must be considered:</p> <p>a. The use would not be better located in a village or the urban area;</p> <p>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;</p> <p>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;</p> <p>d. The potential for reducing possible impacts on neighbouring agricultural uses or nearby rural residential uses or village communities, where relevant;</p> <p>e. The development is in keeping with the surrounding rural character and landscape;</p> <p>f. All those requirements of Sections 2 and 4 related to transportation, servicing, design and compatibility and environmental protection;</p> <p>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;</p> <p>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.</p>	<p>station; motel; retail not exceeding 300 square metres of cumulative total gross leaseable floor area on a lot; or, similar use. This policy does not apply to lands where the Zoning By-law on the date of adoption of this Plan permits a total gross leaseable floor area greater than 300 square metres.</p> <p>e. 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;</p> <p>f. Grandparented country lot subdivision as provided for in policy 8 below.</p> <p>6. When considering an application to amend the Zoning By-law to permit a new use identified in policy 5 of this subsection, the following matters must be considered:</p> <p>a. The use would not be better located in a village, Rural Employment Area or the urban area;</p> <p>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;</p> <p>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;</p> <p>d. The potential for reducing possible impacts on neighbouring agricultural uses or nearby rural residential uses or village communities, where relevant;</p> <p>e. The development is in keeping with the surrounding rural character and landscape;</p> <p>f. All those requirements of Sections 2 and 4 related to transportation, servicing, design and compatibility and environmental protection;</p> <p>g. 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.</p> <p>Site Specific Policies</p> <p>23. Notwithstanding Policy 5a, for the lands designated General Rural Area around the interchange at Highway 417 and Rockdale Road, a Zoning By-law amendment will be required where a new industrial and commercial use, such as farm equipment and supply centres, machine and truck repair shops, building products yards, landscape contractors and nurseries are proposed.”</p>

3.7.3 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 2011 of over \$200 million. The approximately 1,125 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-Garleton 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.~~

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.

Policies

1. Lands designated Agricultural Resource are shown on Schedules A and B ~~with the intent of:~~

3.7.3 – Agricultural Resource Area

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 2011 of over \$200 million. The approximately 1,125 farm holdings in Ottawa also create economic activity for related businesses, such as agricultural supplies, equipment stores and processing plants for farm products. **The number of farms producing food products and value added products for the local market is increasing.**

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. Their identification is based on the **Ottawa** Land Evaluation and Area Review (LEAR) evaluation system. **Agricultural lands are also identified in the National Capital Greenbelt Plan produced by the National Capital Commission.**

Within the identified 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.

Policies

1. Lands designated Agricultural Resource Area are shown on Schedules A and B. **The purpose of this designation is to :**
 - a. Protect major areas of existing agricultural and other lands suitable for agriculture from loss to other uses;
 - b. Ensure that uses, which would result in conflicts with agricultural operations, are not established in productive farming areas.

Permitted Uses

2. **Within the Agricultural Resource Areas designation all types, sizes and intensities of agricultural uses and normal farm practices shall be permitted. Agricultural uses should respect the provincial Guide to Agricultural Land Use, and applicable provincial regulations governing farm operations.**
3. **On-farm diversified uses and agriculture-related uses subject to the criteria below and the Provincial Guidelines are also permitted.**

Section**Column 1 - Official Plan as Amended by OPA 150 - 2013****Column 2 - Draft Official Plan Amendment - 2016**

- 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.

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.~~
- 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 9 and 10.

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:

 - ~~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.~~
 - ~~b. Farm-related commercial and farm-related industrial uses that are small scale and are required in 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.~~
 - ~~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.~~~~
- ~~5. Policies for generally permitted uses, such as secondary dwelling units, are found in Section 3.1.~~

- a. **On-farm diversified uses are secondary to the principle agricultural use of the property. They are to be limited in area and include but are not limited to; home-based businesses, home industries, agri-tourism and uses that produce value-added agricultural products from the farm operation.**

- b. **Agriculture-related uses are those small scale commercial and industrial uses that are intended serve and are compatible with local farm operations and do not hinder surrounding agricultural operations. Applicants for new agriculture-related uses require a zoning amendment and the applicant must demonstrate that the use needs to be located in the Agricultural Resource Area and that every effort has been made to locate the use in an area of poorer soils.**

- 4. Uses such as forestry and those activities related to the conservation or management of the natural environment are also permitted.**

- 5. 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 **as defined in the Zoning By-law, so that it** 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 9 and 10.

Site Specific Policies

- 19. Notwithstanding the provisions of this Section, the lands identified by Parcel Identification Numbers 045510209 and 045510210 in the vicinity of Thomas A. Dolan Parkway and John Shaw Road may be severed, subject to meeting the following conditions:**

- a. **the minimum lot size for the severed and retained parcels is 0.8 ha;**
- b. **the applicant demonstrates that both the severed and retained lots can be serviced;**

- 20. Notwithstanding the policies in this section that limit lot creation, the severance of one lot is permitted on the lands located at 4109 Viewbank Road, Property**

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
		<p>Identification Number 045920062, on the condition that the severed and retained lots comply with the MDS 1 setback requirements and have a minimum lot area of 0.8 ha.</p>
<p>3.7.5</p>	<p>3.7.5 - Carp Road Corridor Rural Employment Area</p> <p>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.</p> <p>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.</p> <p><i>Policies</i></p> <ol style="list-style-type: none"> 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. 1. New development applications will conform to the policies in the community design plan. 2. The community design plan for the Carp Road Corridor shall provide direction to the Zoning By-law for future land uses. 3. New industrial development will generally be by way of plans of subdivision/business parks. 	<p>3.7.5 – Rural Employment Area</p> <p>This Plan anticipates that 5% of the city’s employment will be located in the rural area. The majority of non-farm employment will be encouraged to locate in villages and in Rural Employment areas.</p> <p>Rural Employment Areas are intended to support and encourage clustering of primarily industrial uses not suitable in the Urban Area or General Rural Area. The existing rural employment areas provide for a full range of industry sectors, which includes, but is not limited to, manufacturing, mining (aggregates), construction, agriculture, transportation as well as other professional and business services and ancillary retail. Rural Employment Areas add to the diversity of opportunities for economic development and those seeking large sites and proximity to the urban area.</p> <p>Those rural employment areas located in close proximity to 400 Series Highway interchanges are uniquely suited to transportation facilities such as truck terminals, warehouses, courier and freight facilities that support inter – and intra-provincial movement of goods.</p> <p><i>Policies</i></p> <ol style="list-style-type: none"> 1. The Rural Employment Areas are designated on Schedule A with the intent to reserve the land for rural industrial and ancillary commercial uses. 2. Uses permitted within rural employment areas include: <ol style="list-style-type: none"> a) New heavy and light industrial uses, such as steel and concrete fabrication, farm equipment and supply centres, machine and vehicle sales service and repair, construction yards, building products yards, landscape contractors, nurseries; b) New transportation, warehouse and storage operations; these uses are encouraged to locate on sites in close proximity to Arterial roads and Highway interchanges; c) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs; these uses shall not be located adjacent to a highway unless suitable screening and landscaping are provided ; d) New commercial uses that primarily provide services to employees of the

rural business park or the travelling public such as a restaurant, gas station, a retail store up to 300 square metres gross leasable space, or similar uses. A commercial use involving the display and sale of products manufactured or warehoused on the site are permitted provided that the retail floor space does not exceed the greater of, 300 square metres or 25% of the gross floor area of the building.

3. When creating more than three new lots within Rural Employment Areas development by plan of subdivision will be required. Development will be subject to Site Plan Control and particular attention will be given to the physical design of the building and site including signage, buffering, landscaping and fencing. In particular the City shall require that suitable screening and landscaping is provided for any new external storage areas for goods, material and equipment that abut a highway or arterial road.
4. All new development must be supportable on individual well and septic systems unless the City agrees to the development of a number of sites on the basis of a small water and wastewater works as described in Section 4.4.2.4

3.7.5.1 Carp Road Corridor Rural Employment Area

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 **range of traditional and high technology industries as well as environmental services, some value-added processing, wood and metal fabrication and commercial uses** has been one of the strengths of the Corridor. **The vision for this area is contained in the Carp Road Corridor Community Design Plan.**

In order to remain successful in the future, this area must maintain the ability to allow for a diverse range of uses while developing an appealing environment for those new industries willing to expand within or relocate **to the corridor.**

Policies

1. New development applications will conform to the policies in the approved community design plan.
2. The community design plan for the Carp Road Corridor shall provide direction to the Zoning By-law for future land uses.

Section	Column 1 - Official Plan as Amended by OPA 150 - 2013	Column 2 - Draft Official Plan Amendment - 2016
3.11	<p>3.11 – Urban Expansion Study Area</p> <p>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 2034. 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.</p>	<p>3.11 – Urban Expansion Study Area</p> <p>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 urban population. 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.</p>
3.12	<p>3.12 – Developing Community (Expansion Area)</p> <p>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.</p> <p><i>Policies</i></p> <ol style="list-style-type: none"> Lands designated on Schedule B as ‘Developing Community (Expansion Area)’ and ‘Urban Area’ on Schedule A contribute to the provision of sufficient urban land to support the residential demands of the projected population to 2034. The intent is that these lands will be developed primarily for urban residential uses, once the policies of this section have been satisfied. 	<p>3.12 – Developing Community (Expansion Area)</p> <p>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.</p> <p><i>Policies</i></p> <ol style="list-style-type: none"> Lands designated on Schedule B as ‘Developing Community (Expansion Area)’ and ‘Urban Area’ on Schedule A contribute to the provision of sufficient urban land to support the residential demands of the projected urban population. The intent is that these lands will be developed primarily for urban residential uses, once the policies of this section have been satisfied.
	<p>Other Text Changes</p>	<p>The Official plan of the City of Ottawa will be further amended to:</p> <ol style="list-style-type: none"> Place all sections and policies affected by this amendment in proper numeric and alphabetic order, and By correcting all cross references affected by this amendment and the aforesaid re-numbering.
	<p>Changes to Schedules A and B</p>	<p>The attached Schedules R1, R4, R5, R7, R8, R9, R10, R13, R14, R15, R16, R17, R18, R19, R21, E1, E2, E3, E4, E5, E6, E7, E8, E10, E11, E12 and E13 amend Schedules A and B of the Official Plan; and</p> <p>The Legend to Schedule A will be updated to replace the notation “Carp Road Corridor Rural Employment Area” with the notation “Rural Employment Area” and</p> <p>The Legend to Schedule B will be updated to remove notation Enterprise Area and replace the notation “Employment Area” with the notation “Urban Employment Area”</p>