

# Section 3. Growth Management Framework

Photo by: City of Ottawa



## Section 3. Growth Management Framework

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

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

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

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

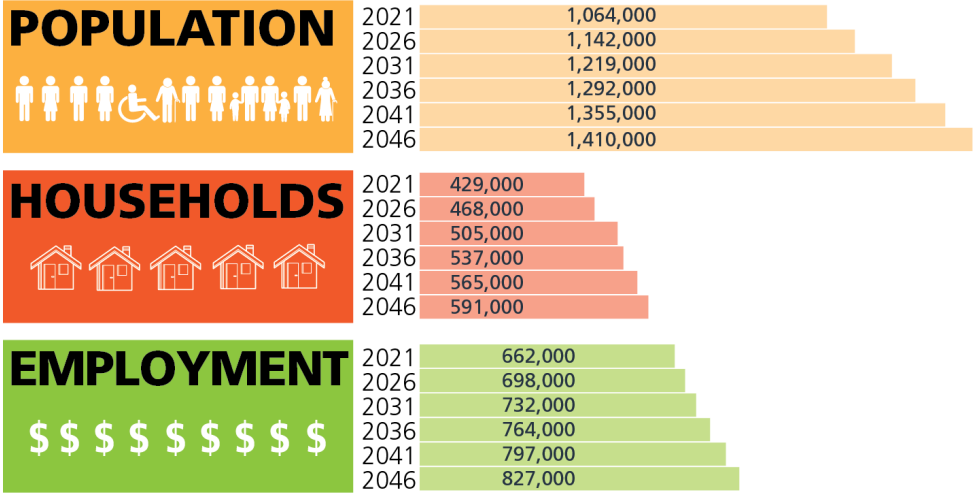
The projected growth to 2046 in population, dwellings and employment (by place of work) is shown in Table 1.

### WHAT WE WANT TO ACHIEVE

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

**Table 1**

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



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

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

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

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

The spatial relationship between places of residence, places of work and places of education, commercial and retail services, leisure, worship, entertainment and other needs will continue to influence future transportation needs. As a strategic direction, the City aims to guide the evolution of



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

### Policy Intent:

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

### 3.1 Designate Sufficient Land for Growth



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

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

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

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

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

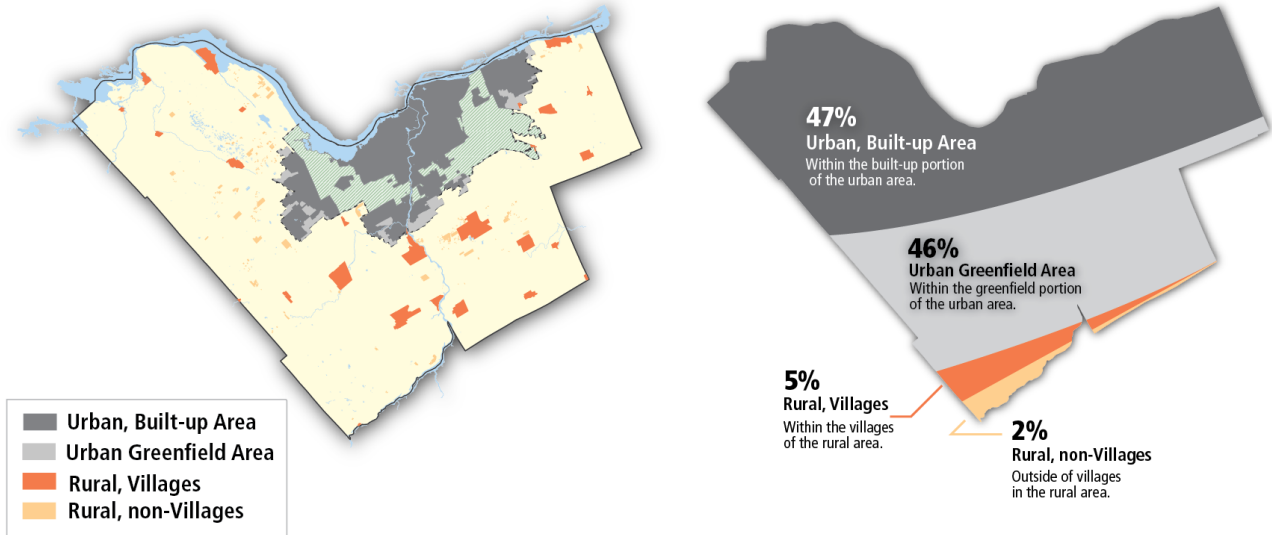
The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.



Figure 6

## Geographical Growth Areas

## Growth Allocation by Area



5) The identification of new or additional urban area, and new or additional village area, may only occur through a comprehensive review in accordance with the *Planning Act* and *Provincial Policy Statement*. Evaluation of lands for potential expansion of the settlement area may include, but are not necessarily limited to, the following considerations:

- a) That there are insufficient opportunities within the urban area and villages to accommodate a 15-year supply of market-based residential development;
- b) That there are insufficient opportunities within the city to accommodate projected employment and other land uses;
- c) The required components of municipal infrastructure that are planned or available, have sufficient capacity, are financially viable over their life cycle and protect health, safety and the natural environment. For the purposes of this policy, financial life cycle viability shall include the relative scale of the costs associated with any new or additional area to be serviced, any required system upgrades to provide the required capacity and the inclusion of operations, maintenance and replacement costs post-development;
- d) That lands designated Agricultural Resource Area are excluded from consideration;
- e) That lands within the Sand and Gravel Resource Overlay and Bedrock Resource Overlay are excluded from consideration, and within 300 metres from a Sand and Gravel Resource Overlay and/or 500 metres from a Bedrock Resource Overlay are excluded from consideration;
- f) That lands designated as part of a natural heritage system are excluded while maintaining the possibility of minor, site-specific adjustments along the boundaries to reflect the results of more detailed field investigations if required;
- g) That lands with proximity and access to a provincial 400-series highway, including future interchange access, be reserved for Industrial and Logistics uses and that any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features deemed necessary solely within the residential portion of development;

- h) That lands containing or in proximity to major facilities, as defined in the *Provincial Policy Statement*, are avoided. The appropriate distances from major facilities shall consider the adverse impacts of odour, noise and other contaminants to future sensitive uses in order to minimize risk to health and safety and ensure the long-term viability of the major facility;
- i) That new village lands prioritize locations that provide the best access by sustainable transportation modes to facilities and services, such as schools, neighbourhood facilities, parks, a variety of housing and job opportunities and where connections to municipal water and wastewater services already exist or can be efficiently provided; and
- j) The consideration of any other effect the new or additional lands would have on the ability to achieve the policies of this Plan.

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

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

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

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

### 3.2 Support Intensification



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



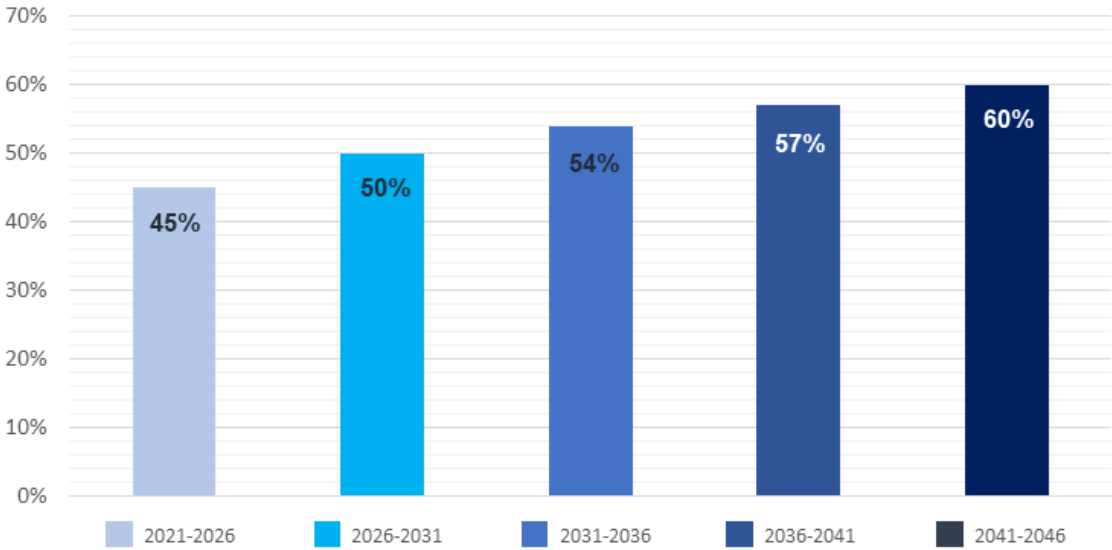
1) The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance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

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

**Figure 7**

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

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



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

**Figure 8**

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

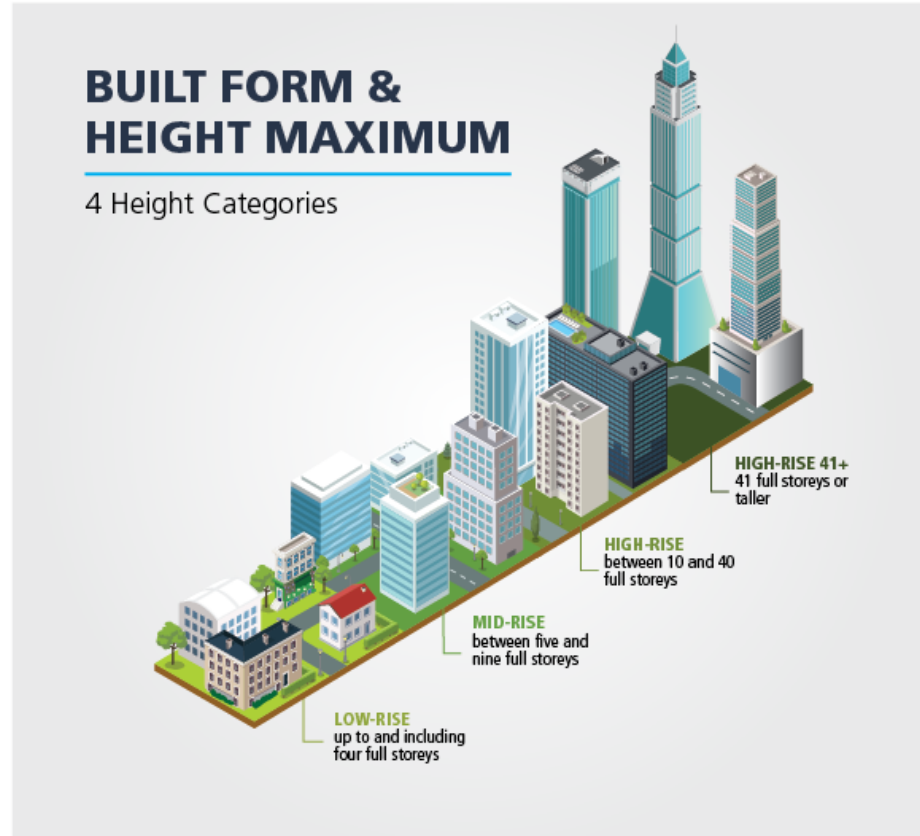
3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1

through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

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

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





## Definition

### Frequent street transit:

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

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

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

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

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

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

**Table 2**

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

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

away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Table 3a**

<b>Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements</b>			
<b>Designation</b>	<b>Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare<sup>1</sup></b>	<b>Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare<sup>2</sup></b>	<b>Minimum Proportion of Large-household Dwellings within Intensification</b>
<b>Hub<sup>3</sup></b>			
Algonquin	200	150	Minimum: 5 per cent Target: 10 per cent
Bayshore	200	250	Minimum: 5 per cent Target: 10 per cent
Bayview	200	250	Minimum: 5 per cent Target: 10 per cent
Mooney's Bay	200	150	Minimum: 5 per cent Target: 10 per cent
Downtown	500	350	Minimum: 5 per cent Target: 10 per cent
Dow's Lake	160	250	Minimum: 5 per cent Target: 10 per cent
Corso Italia	160	250	Minimum: 5 per cent Target: 10 per cent
Lincoln Fields	200	250	Minimum: 5 per cent Target: 10 per cent
Orléans TC	120	150	Minimum: 5 per cent Target: 10 per cent
Palladium	160	250	Minimum: 5 per cent Target: 10 per cent
Pinecrest-Queensview	200	250	Minimum: 5 per cent Target: 10 per cent
South Keys	160	150	Minimum: 5 per cent Target: 10 per cent
Tunney's Pasture	250	250	Minimum: 5 per cent Target: 10 per cent
Blair	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Cyrville	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Hurdman	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent

St-Laurent	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Tremblay	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Lees	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Barrhaven TC	120	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Kanata TC	120	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
Riverside South TC	100	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent
<b>Protected Major Transit Station Areas (PMTSAs) without Hub Designation</b>			
Tallwood and Knoxdale	120	150	
Jeanne d'Arc	160		
Trim	160	250	
<b>Mainstreets</b>			Minimum: 5 per cent Target: 10 per cent
Mainstreet	120	120	

<sup>1</sup> Gross hectares refers to the area within the designation including non-developable lands such as roads and parks.

<sup>2</sup> Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

<sup>3</sup>All Hub areas, unless noted, are PMTSAs. All PMTSAs, including those which are not Hubs are illustrated on Schedule C1.

**Table 3b**

Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets		
Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare <sup>1</sup>	Minimum Proportion of Large-household Dwellings within Intensification
<b>Downtown Core Transect</b>	80 to 120	Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 25 per cent for Low-rise buildings;

		- Target of 5 per cent for Mid-rise or taller buildings;  All other cases: none  Minor Corridors: No minimum
<b>Inner Urban Transect</b>	60 to 80	Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings;  Minor Corridors: No minimum
<b>Outer Urban Transect</b>	40 to 60	Within the Neighborhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings;  Minor Corridors: No minimum
<b>Suburban Transect</b>	40 to 60	

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

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

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

- a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;
- b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table 3a in larger sites intended for redevelopment within Hubs and Mainstreets;

- c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.
- d) May establish a minimum floor area for large dwellings; and
- e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

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

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

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

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

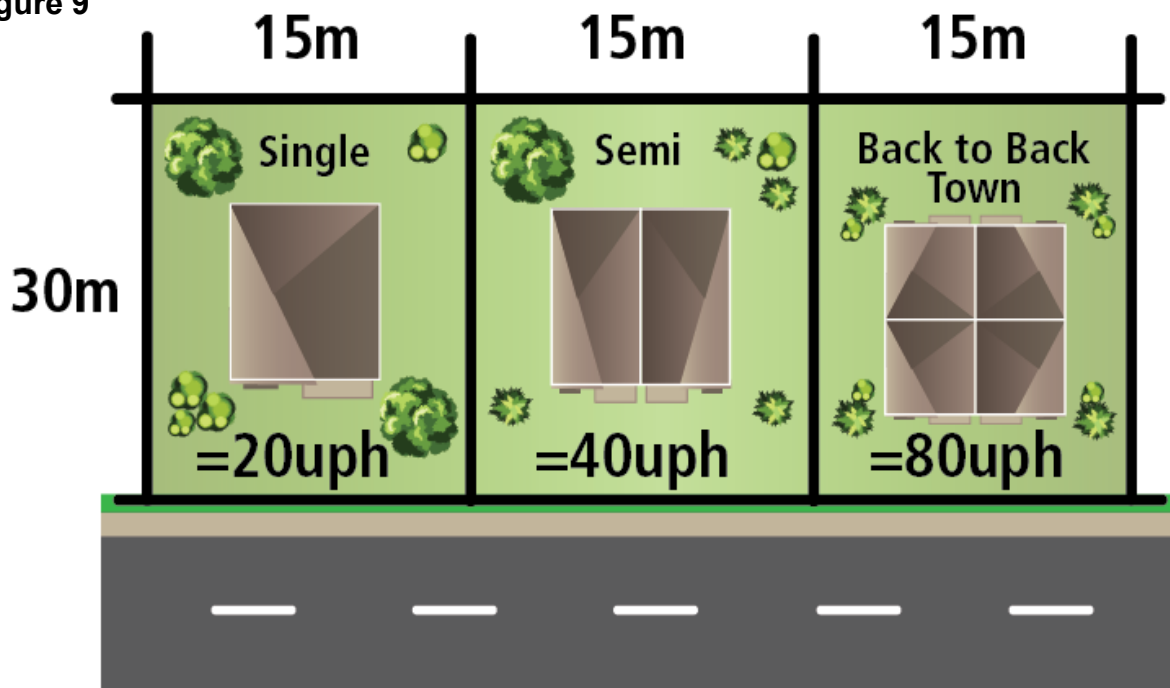
- a) The City will seek opportunities to improve the level of service of rapid transit and street transit over time, in a way that will achieve or surpass the target mode shares for each transect area as set out in the Transportation Master Plan, commensurate with population growth and affordability;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

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

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



Figure 9



### 3.3 Design new neighbourhoods to be 15-minute neighbourhoods



- 1) Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.
- 2) Greenfield growth areas are identified by the Future Neighbourhood Overlay on the B-series of schedules.
- 3) A secondary plan in accordance with Section 12 shall generally be required for the development of new neighbourhoods as shown with a Future Neighbourhood Overlay.
- 4) New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.



5) New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.

### 3.4 Focus rural growth in villages



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

- 1) Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.
- 2) Intensification within all villages is supported, subject to health and safety limitations for partial and private services.
- 3) Where significant intensification opportunities exist in villages with municipal services, the City may permit smaller lot frontages and areas than those of adjacent existing lots and shall consider the Urban Design section of this Plan, to ensure appropriate integration of new development with established areas.
- 4) Where there is sufficient capacity for connection requests to municipal water and wastewater services from partial or private services within an existing village, the City may determine if an update to a secondary plan and related master plan and studies, such as a master servicing study, is required.
- 5) Where a change to a village boundary is made, an update to the relevant secondary plan is required
- 6) Rural Industrial and Logistics areas are intended to be strategic locations for a cluster of uses that require access to a highway but do not require municipal water and wastewater services, such as freight transfer.
- 7) Municipal water and wastewater services are not intended to extend into the rural area outside of villages. Exceptions are provided for in Subsection 4.7.2.
- 8) To support villages as the focus areas of rural growth, a country lot subdivision may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met:
  - a) Draft approval, final approval or registration has been received prior to December 31, 2009 in the former location and no development of any kind or local street construction has occurred;
  - b) The new location abuts a village boundary and new applications for plan of subdivision and Zoning By-law amendment are submitted;
  - c) Notwithstanding Subsection 9.2.3, Policy 5), if on private services, the area of each proposed new lot shall be no less than 0.4 ha; but if full municipal services are available for the new lots subject to Policy d) below, lot sizes may be reduced;
  - d) Development shall be serviced by adequate water quality and quantity, including municipal services if the City confirms there is sufficient capacity; shall not adversely affect the water and



wastewater systems of nearby development; and, notwithstanding condition c) may require lot sizes greater than 0.4 ha;

e) If the subdivision in the former location has been registered then the subject lands are formally de-registered at the Land Registry Office prior to the registration of the subdivision in the new location;

f) The lands in the former location are rezoned to remove the country lot subdivision's zoning permissions and implement the land use and lot creation permissions of the underlying designation, and such rezoning must occur prior to or may be concurrent with the rezoning for the new location;

g) New development shall comply with the provincial minimum distance separation formulae, in accordance with provincial regulations, shall not encroach on the buffer from an urban boundary, and shall comply with all other policies in Section 10;

h) The proposed development is integrated with the abutting village through a fully-connected street grid and pathway network so that development is contiguous throughout the village by providing connections and walkable opportunities to village core areas; and

i) Provided the conditions of Policies c) and d) are met, the newly located transferred subdivision may qualify for a greater number of lots than the deregistered subdivision, provided the total area of the transferred subdivision does not exceed that of the previous approved total of the deregistered subdivision. If the lot transfer produces a smaller amount of lots in the new location than the amount that has received draft approval, final approval or registration in the original location, the remaining lots may not be transferred and shall be rescinded concurrent with draft approval of subdivision in the new location.

### 3.5 Meet employment needs



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

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

- 1) Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.
- 2) Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.
- 3) Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.

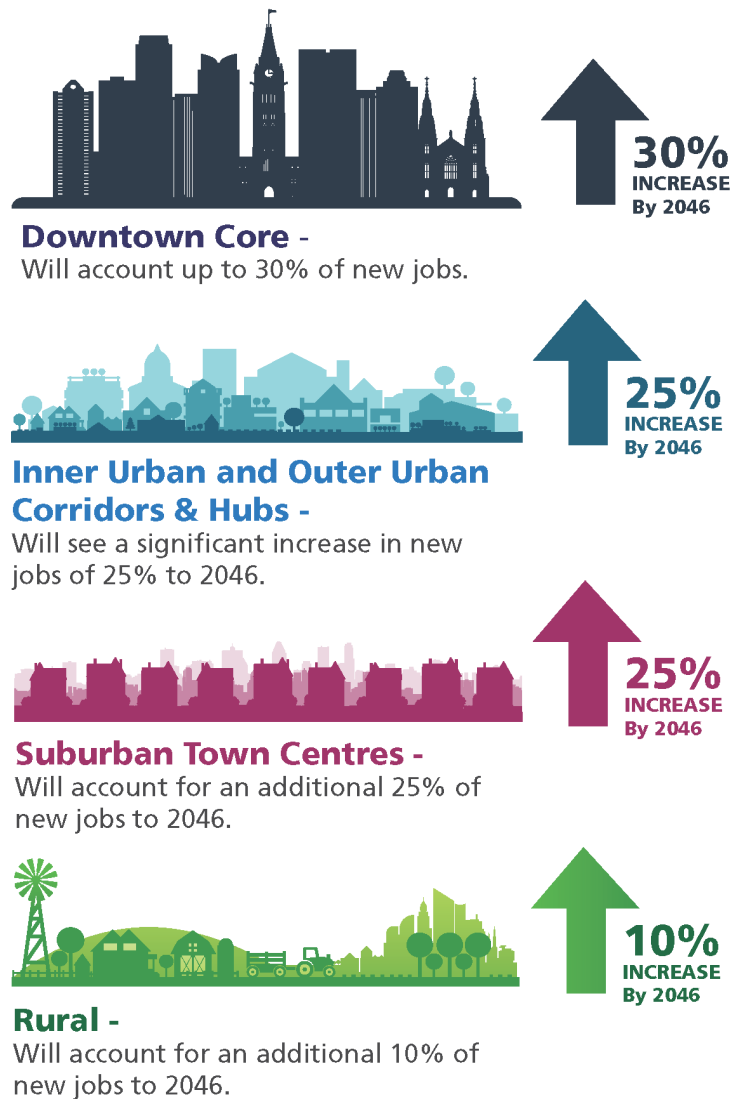


Figure 10



4) Areas that have a unique cultural and/or economic development context and require a tailored policy approach to development are identified as Special Districts, such as the Parliament and Confederation Boulevard, Rideau Canal, ByWard Market, Kanata North Economic District, Ottawa International Airport Economic District, Lansdowne, Ottawa River Islands. Subsection 6.6 describes these Special Districts in more detail. In addition, the City may initiate Area Specific Policies for Bayview Yards to provide direction and support for future development of an Innovation Village.

5) Industrial and Logistic areas that are land extensive and need greater separation from Neighbourhoods and requires access to a highway interchange are located in Rural Industrial and Logistics areas. These uses tend to be related to construction, transportation, distribution, logistics and limited manufacturing.

6) Primary industry jobs such as agriculture and resource extraction occur in the Rural Countryside area, in the Agricultural Resource Area and on lands within the Sand and Gravel or Bedrock Resource Overlays. While these employment sectors may not be dense employment areas, they comprise a significant land area in the Plan.

7) Lands designated as Industrial and Logistics and Rural Industrial and Logistics are considered employment areas under the *Provincial Policy Statement* and should be protected and preserved primarily for current and future manufacturing, storage, distribution and logistics uses. These are lands that may come under pressure for development with other land uses, are necessary to serve the population and to diversify the local economy and contain uses that generally cannot be integrated with sensitive land uses.

8) The City plans, protects and preserves the employment areas noted in Policy 7) above for current and future employment uses that are sector specific through a comprehensive review process. Applications to remove land within these employment areas or to convert them by adding non-employment uses shall only be considered at the time of the comprehensive review as required by the *Planning Act*. Applications received between comprehensive reviews shall be considered premature unless Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert lands in employment areas shall be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion. Lands not expressly deemed as employment areas for the purposes of the *Provincial Policy Statement* may evolve over time without the need for a comprehensive review.

9) A comprehensive review to assess requests to convert lands in employment areas to other purposes shall consider such matters as:

- a) Whether the lands in employment areas being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;
- b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;
- c) The current supply of developable land within the urban boundary, its distribution within the city and its potential to be developed for housing, employment and other purposes;
- d) The distribution of employment areas throughout the city;
- e) The ability to provide sufficient opportunities for the clustering of areas of like employment;



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

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

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

11) Office uses within the Industrial and Logistics designation shall only be permitted as an accessory to a primary use so that lands are preserved for manufacturing, construction, storage, distribution and logistics uses, so that lands are conserved for the primary purpose of this designation.

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

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