

Section 5. Transects

RURAL

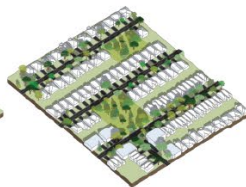
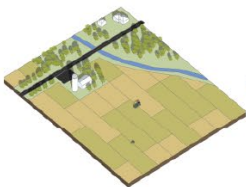
SUBURBAN

GREENBELT

OUTER URBAN

INNER URBAN

DOWNTOWN



Section 5. Transects

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

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

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

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

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

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

Transect	Official Plan Policy Reference	Designation	Height Category and Details
Downtown Core Transect	5.1.3(1)	Hubs	High-rise and High-rise 41+: between 10 storeys and 40 storeys and 41 storeys plus, through criteria and area-specific policy
	5.1.4(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 4 storeys and maximum 40 storeys
	5.1.4(3)	Mainstreet Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys
	5.1.4(4)	Minor Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum of 9 storeys
	5.1.5(1)	Neighbourhoods	Low-rise: minimum 2 storeys, generally permit 3 storeys, allow a built height of up to 4 storeys where appropriate
Inner Urban Transect	5.2.3(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys
	5.2.3(2)	Mainstreet Corridors	Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition
	5.2.3(3)	Minor Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum of 6 storeys
	5.2.4(1)	Neighbourhoods	Low-rise: minimum 2 storeys, generally permit 3 storeys, allow built height of up to 4 storeys where appropriate
Outer Urban Transect	5.3.3(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys
	5.3.3(3)	Mainstreet Corridors	Low-rise, Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys, dependent on road width and transition
	5.3.3(4)	Minor Corridors	Low-rise: minimum 2 storeys and maximum of 6 storeys
	5.3.4(1)	Neighbourhoods	Low-rise: no minimum and generally, zoning will permit at least 3 storeys but no more than 4 storeys
	5.4.1(2)	Hubs	Low-rise, Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys

Suburban Transect	5.4.1(2)	Mainstreet Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition
	5.4.1(2)	Minor Corridors	Low-rise: minimum 2 storeys and maximum 5 to 7 storeys
	5.4.5(1)	Neighbourhoods	Low-rise, no minimum: generally, zoning will permit at least 3 storeys but no more than 4 storeys

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

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

5.1 Downtown Core Transect

Photo by: City of Ottawa



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

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

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

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



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

WHAT WE WANT TO ACHIEVE

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

- 2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
 - a) Hubs and a dense network of Corridors provide a full range of services;
 - b) A high concentration of employment is maintained and increased;
 - c) Existing and new cultural assets are supported, including those that support music and nightlife; and
 - d) Residential densities are sufficient to support the full range of services noted in Policy a).

- 3) In the Downtown Core, the Zoning By-law may:
 - a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and
 - b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.

- 4) The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

- 5) To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:
 - a) Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
 - b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
 - c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
 - d) On-site stormwater management to mitigate increased imperviousness; and
 - e) Alignment with other climate adaptation policies and procedures identified in this Plan.

- 6) The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
 - a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;
 - c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
 - d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

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

- 1) In the Downtown Core, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
 - a) Automobile service stations;
 - b) Automobile dealerships other than showrooms contained entirely within a building;
 - c) Drive-through facilities;
 - d) Surface parking lots; and
 - e) Mini-storage warehouses except as an ancillary use to a major residential development.
- 2) The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.
- 3) Motor vehicle parking in the Downtown Core shall be managed as follows:
 - a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
 - b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;
 - c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
 - d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and
 - e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

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

- 1) High-rise buildings and High-rise 41+ may be permitted in the Downtown Core Hubs, subject to:
 - a) Protected views specified in Subsection 4.6.2;
 - b) Limits on building heights and massing established through secondary plans or area-specific policies, urban design policies in Subsection 4.6 or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - c) Resolution of any constraints in water, sewer and stormwater capacity.
- 2) The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:
 - a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys; and
 - b) New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as permitted in Subsection 6.3.1, Policy 4), and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3.

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

1) Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:

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

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

3) On Downtown Core Mainstreet Corridors, minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights. Where development is proposed on Mainstreet Corridors, all of the following must be met:

- a) All buildings shall have active entrances facing the Mainstreet, regardless of use;
- b) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);
- c) Buildings shall be of a lower height on lots too small to accommodate an appropriate height transition noted in provision a) above; and
- d) The height of such buildings may be increased to generally 15 storeys for sites that are within 100 metres walking distance of an O-Train station.

4) On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and stepbacks. The height of such buildings::

- a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);
- b) May be limited further on lots too small to accommodate an appropriate height transition; and
- c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

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

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

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density Low-rise residential development;
- d) Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

DOWNTOWN



5.2 Inner Urban Transect

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

WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

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



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

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

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

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

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

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

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

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

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:



- i) Is generally discouraged; and
- ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

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

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

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

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

- 2) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:
 - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
 - b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
 - c) In all cases:
 - i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

- 3) Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and stepbacks:
 - a) Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;
 - b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys;
 - c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of



way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and

d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

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

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

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

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

INNER URBAN



5.3 Outer Urban Transect

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

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

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

WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

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

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

5.3.1 Recognize a suburban pattern of built form and site design



- 1) The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.
- 2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods and along Minor Corridors;
 - b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
 - c) Mid- or High-rise in Hubs.
- 3) In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:
 - a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
 - b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.

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

5.3.2 Enhance mobility options and street connectivity in the Outer

Urban Transect



- 1) The transportation network for the Outer Urban Transect shall:
 - a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;
 - b) Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and
 - c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
 - i) Establishing park-and-ride facilities at strategic locations near rapid transit stations; and
 - ii) Maximizing direct pedestrian access from residential areas to street transit stops.
- 2) When reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridors and as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.
- 3) In the Outer Urban Transect areas, all streets within Hubs and within an Evolving Neighborhood Overlay shall be identified as access streets.

5.3.3 Provide direction to the Hubs and Corridors located within the

Outer Urban Transect



- 1) Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:
 - a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise; and
 - b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.
- 2) Parking in Outer Urban Hubs shall be managed as follows:
 - a) Minimum parking requirements may be reduced or eliminated; and

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

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

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.

4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 6 storeys except where a secondary plan or area-specific policy specifies different heights.

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban

Transect



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

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

OUTER URBAN



5.4 Suburban Transect

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

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

Almost 50 years later, those three suburban communities are going to complete growing over the life of this Official Plan. However, there are small pockets of land adjacent to the existing neighbourhoods that are not agricultural resource lands or lands with high ecological value, which can be added into the current neighbourhoods. Development of these lands will largely rely on the existing transit network, arterial roads and trunk drinking water and wastewater distribution systems for orderly cost efficient development. Future neighbourhoods, accommodating growth in the suburban transects, will be built on sustainable design attributes for dense and connected networks, learning from the many years of work through the Building Better and Smarter Suburbs program.

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

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

This Plan also introduces the new community of Tewin, in the south-east area of the City. This is Ottawa's opportunity to make a national statement about the design of new communities and establish a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries.

WHAT WE WANT TO ACHIEVE

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

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

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

1) The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.

2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods;
- b) Low-rise along Minor Corridors, however the following policy direction applies:
 - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;
 - ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and
 - iii) High-rise buildings may be permitted through a secondary plan.
- c) Mid-rise along Mainstreet Corridors, however the following additional direction applies;
 - i. Generally not less than 2 storeys;
 - ii. Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted
 - iii. The stepback requirements fronting the street for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - iv. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition
- d) In Hubs, the following heights will apply:
 - i) High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - ii) Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - iii) Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

3) In the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors; and

- ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
- b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

5.4.2 Enhance mobility options and street connectivity in the Suburban

Transect



- 1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:
 - a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
 - b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.
- 2) In the Suburban Transect, all streets within Hubs and within an Evolving Neighborhood Overlay shall be identified as access streets.

5.4.3 Provide direction to the Hubs and Corridors located within the

Suburban Transect



- 1) Town Centre Hubs are denoted by the initials TC on Schedules B5, B6, B7 and B8 of this Plan. They are intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office development seeking to locate in suburban neighbourhoods.
- 2) Parking in Suburban Hubs shall be managed as follows:
 - a) Minimum parking requirements may be reduced or eliminated; and
 - b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site;
- 3) Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:
 - a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however
 - b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys, however:
 - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;

- ii) Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and
- iii) Mid-rise or high-rise buildings may be permitted through a Secondary Plan.

5.4.4 Provide direction for new development in the Suburban Transect



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

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

2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area as shown on Figure 6 and urban expansion areas subject to any of the Future Neighbourhood Overlays as shown on Schedule C17 - Urban Expansion Areas, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

3) On lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:

- a) Within the urban area;
- b) Outside of approved Secondary Plans or Community Design Plans;
- c) Have not received draft approval for plan(s) of subdivision;
- d) Have not received site plan approval;
- e) Do not have a submission of a complete *Planning Act* application for a net increase in existing residential dwellings.

5.4.5 Provide direction to Neighbourhoods located within the Suburban Transect

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

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

SUBURBAN



5.5 Greenbelt and Rural Transect areas

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

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

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

WHAT WE WANT TO ACHIEVE

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

5.5.1 Recognize a rural pattern of built form and site design



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

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

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

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;
- b) Allow for higher densities within serviced Villages;
- c) Allow for uses that integrate well with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;

- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.

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

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

5) Given its location in the Greenbelt Transect, Moodie Station is not a candidate for Transit Oriented Development or intensification.

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

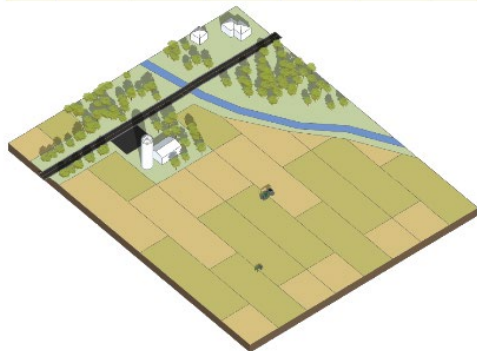
1) Mobility in the Rural area shall be premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural area. The Rural mobility network shall:

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

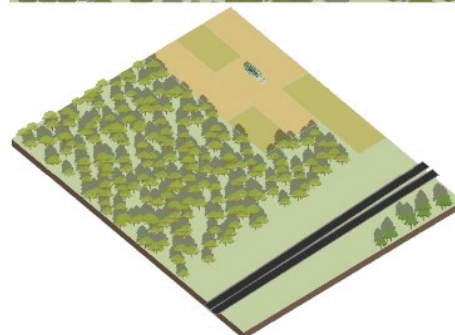
2) By definition, all streets and roads within Villages shall, by default, be access streets. Traffic flow and capacity may be permitted insofar as it maintains the spatial quality of place, the priority of sustainable modes of transportation, and the safety of vulnerable road users.

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

RURAL



GREENBELT



5.6 Overlays

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

5.6.1 Evolving Neighbourhood Overlay



The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

1) The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

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

2) Where an Evolving Neighborhood Overlay is applied:

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

3) In the Evolving Neighborhood Overlay, the City:

- a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;

WHAT WE WANT TO ACHIEVE

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

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

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

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

WHAT WE WANT TO ACHIEVE

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

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



5.6.2 Future Neighbourhood Overlay

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

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

Category 1 – New urban expansion area

Category 2 – Tewin new community

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

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

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

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

- a) A Council-approved funding source and/or legal funding mechanisms is required where infrastructure servicing issues need major upgrades to an existing system and/or an unplanned extension of water, wastewater and stormwater services, to service the lands within the overlay;
- b) Provision of rapid or equivalent quality transit service within a 1.9 km radius of the centroid of the proposed subdivision, as well as sufficient road connections and system capacity to accommodate the forecast level of demand. Road and transit facilities must either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council-approved mechanism. In establishing equivalent transit service, consideration should be given to both the frequency and quality (reliability/speed) of transit operations; and
- c) Completion of a transportation study to the satisfaction of the City which:
 - i) Identifies a mode share that is consistent with, or better than, the objectives of the Big Policy Move 2 of this Official Plan;
 - ii) Identifies any downstream transit or road capacity deficiencies triggered or made worse by the new development;
 - iii) Identifies measures to address these deficiencies (including improvements to the road, transit and active transportation networks); and
 - iv) Sets out an implementation timeframe for each measure corresponding to the anticipated phasing of development.

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

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

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

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

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

- 9) All parcels that form part of a larger contiguous expansion area must proceed through the same community design plan process and cannot proceed independently of the larger area. The City will only consider the removal of the overlay from the land designated Future Neighbourhood upon the completion of a studies and a secondary plan for the whole area.
- 10) Industrial and Logistics lands on Schedule C17 shall be included in the supporting background studies to the secondary planning process of adjacent future neighbourhood lands.
- 11) The Tewin new community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule C17. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary consistent with section 1.1.3.9 of the Provincial Policy Statement.
- 12) Technical and financial requirements outlined in Annex 10 are required before Council approves a secondary plan for the Category 2 – Tewin new community in addition to the policies of this section and Section 12.
- 13) Proponents of development shall convey natural heritage features and the natural heritage system at no cost to the City.
- 14) Proponents of development shall commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer.
- 15) Within the Future Neighbourhood Overlay, applications for minor variances, permissions and site plan control may be considered on lots generally two hectares or less that existed prior to the approval of this Plan on November 4, 2022.

5.6.3 Aggregate Overlays

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

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

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

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



- 1) Mineral aggregate resource areas are identified through two overlays, shown as additional to the underlying designation identified on the B-series of Schedules of this Plan: Sand and Gravel Resource Area and Bedrock Resource Area. Subject to Subsection 5.6.3.2 Policies 3) and 4), the permitted uses are those of the underlying designation and those of the overlay.
- 2) Extraction of mineral aggregate resources may be permitted outside of the mineral aggregate overlays where there is a sufficient quantity and quality of resources to warrant extraction; as demonstrated to the satisfaction of the City and the Province and subject to the policies in this Plan.
- 3) The operation of a sand and gravel pit is the primary use within the Sand and Gravel Resource Area Overlay, the operation of a sand and gravel pit as the primary land use for land; subject to Policy 9) below, a Zoning By-law Amendment application and the provisions of the *Aggregate Resources Act*. Zoning by-law amendments approved under this policy will apply only to the boundary of the licensed area.
- 4) The operation of a quarry is the primary land use for land within the Bedrock Resource Area Overlay; subject to Policy 9) below, a Zoning By-law Amendment application and the provisions of the *Aggregate Resources Act*. Zoning by-law amendments approved under this policy will apply only to the boundary of the licensed area.
- 5) The City requires that all pits and quarries licensed under the *Aggregate Resources Act*, with the exception of wayside pits and wayside quarries, be zoned for mineral extraction use in the Zoning By-law.

WHAT WE WANT TO ACHIEVE

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

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

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

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

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

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

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

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

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

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

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

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

- 3) New development shall not be approved within 500 metres of lands within the Bedrock Resource Area Overlay, or within 300 metres of lands within the Sand and Gravel Resource Area Overlay, unless it can be demonstrated through a mineral aggregate impact assessment that such development shall not conflict with future mineral aggregate extraction. Conflicting land uses are new sensitive land uses that interfere with mineral aggregate extraction, including but not limited to:
- a) The creation of new lots; except where the intention is to sever a lot for a dwelling existing as of July 9, 1997 and the vacant parcel that remains is rezoned to prohibit the construction of a new dwelling or lodging place;
 - b) Rezoning to permit dwellings or lodging places (motels, campgrounds, nursing homes, places of assembly etc.); and
 - c) Small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.
- 4) New development may be approved within 500 metres of an existing licensed bedrock quarry or within 300 metres of an existing sand and gravel pit if it can be demonstrated that the existing mineral aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by the development.
- 5) Where the City approves the development of land in accordance with the Policies 3) or 4) above, it may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.
- 6) Where lands are within the Sand and Gravel Resource Area Overlay or the Bedrock Resource Area Overlay, and alternative uses are proposed through amendment to the Official Plan or Zoning By-law, the following shall be required as part of a complete application:
- a) A demonstration that the land is not suitable for exploitation for the sand and gravel or bedrock resource for which the overlay applies; and
 - b) A demonstration that the proposed use will not hinder potential mineral aggregate extraction from other designated or licensed adjacent lands, including the future expansion in depth or area of any current or future licensed pit or quarry, issues of health, public safety, environment impact and quality of life. This may necessitate the submission of other supporting information such as but not necessarily limited to, geo-technical and groundwater studies, noise, vibration and dust studies and, environmental impact assessment.

WHAT WE WANT TO ACHIEVE

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

5.6.4 Natural Heritage Overlays



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

5.6.4.1 Protect the Natural Heritage System and Natural Heritage Features

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



Photo by: Amy MacPherson