

Section 6. Urban Designations



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Section 6. Urban Designations

6.1 Hubs

With the exception of the designations that identify lands for industrial uses that generate impacts, urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. Many types of land uses can exist as part of the function of each designation.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the *Provincial Policy Statement*.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher-density and mixed-use communities around transit stations.

WHAT WE WANT TO ACHIEVE

- 1) Define the Hubs and set the stage for their function and change over the life of this Plan
- 2) Set out the direction for Protected Major Transit Station Areas (PMTSAs)



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6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan

1) Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

- a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
- b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
- c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

2) The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

3) Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
 - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
 - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
 - iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:

- i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
- i) Reduction or elimination of on-site minimum parking requirements;
 - ii) Maximum limits on parking supply;
 - iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
 - iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
 - v) Establishment of residential on-street parking permit zones; and
 - vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 4) Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
 - i) Drive-through facilities;
 - ii) Automobile dealerships, other than showrooms contained entirely within a building;
 - iii) Automobile service stations and body shops;
 - iv) Mini-storage warehouses;
 - v) Surface parking lots as a main use of land; and
 - vi) Other uses that prioritize or depend on motor vehicle access for their primary function;
 - b) Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy 3 f) and subject to appropriate integration with surroundings:
 - i) Car-share stations;
 - ii) Automobile rental establishments; and
 - iii) Despite a), structured and underground parking facilities may be permitted within Hubs; and
 - c) Despite a) iv) recognizing that mini-storage warehouses play a critical role in commercial storage for uses which locate in hubs, mini-storage may be permitted subject to meeting all of the following:
 - i) Demonstrate conformance to Subsection 6.1.1, Policy 3 f);
 - ii) When located in a Hub in the Downtown and Inner Urban Transects, a mix of uses on the upper levels, including either office or residential is required, in addition to mini-storage uses; in the Outer Urban and Suburban Transects, upper-floor mixed uses are strongly encouraged;
 - iii) Have direct frontage with an arterial road;

- iv) Include ground floor commercial, including live-work spaces, for any portion of a building fronting onto a Corridor; and
- v) Required to include ground floor animation fronting non-corridor streets.

5) Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials shall not be permitted in the Hubs designation and shall be directed to the Industrial and Logistics designation.

6) Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

- a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and
- b) Subject to a), transit shall be prioritized along Corridors.

6.1.2 Set out the direction for Protected Major Transit Station Areas (PMTSAs)

1) Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

2) Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
- b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

5) New or expanded PMTSAs may be considered by amendment to this Plan or through a secondary plan. At such time, considerations for new or expanded PMTSAs shall:

- a) Consider how the area to be added and the surrounding lands will support and not undermine the long-term vision for the PMTSAs;
- b) Ensure that the area to be added does not undermine the goal of developing an intense and concentrated development;
- c) Demonstrate that the area to be added does not include lands on which development is otherwise prohibited through other policies or severely restricted portions of land, for example major urban greenspaces;

- d) Demonstrate that rapid transit infrastructure and service is available at the time of designation;
- e) Assess the pedestrian accessibility and continuity of the proposed area from the transit station
- f) For new PMTSAs, set appropriate densities for employment and residential uses capable of supporting existing and planned investments in transit; and
- g) Where overlap occurs between Industrial and Logistics and the Mixed Industrial areas and potential Major Transit Station Areas, the former area policies take precedence to ensure the protection and preservation of the City's finite industrial land base.

6.2 Corridors

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

6.2.1 Define the Corridors and set the stage for their function and change over the life of this Plan

WHAT WE WANT TO ACHIEVE

- 1) Define the Corridors and set the stage for their function and change over the life of this Plan
- 2) Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

- 1) Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:
 - a) Generally, a maximum depth of:
 - i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
 - iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
 - iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
 - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
 - c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.

- 2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
 - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and

- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
 - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- 4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
 - a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
 - b) Vehicular access shall generally be provided from the parallel street or side street.

6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

- 1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.
- 2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:
 - a) Include residential-only and commercial-only buildings;
 - b) Include buildings with an internal mix of uses, but which remain predominantly residential;
 - c) Include limited commercial uses which are meant to mainly serve local markets; or
 - d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

6.3 Neighbourhoods

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

WHAT WE WANT TO ACHIEVE

- 1) Define neighbourhoods and set the stage for their function and change over the life of this Plan
- 2) Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods
- 3) Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan



- 1) Neighbourhoods are designated on the B-series of schedules.
- 2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.
- 3) Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
 - b) In all other cases, require an area-specific policy through an amendment to this Plan.
- 4) The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:



- i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.
- 5) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

6.3.2 Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods



- 1) The Zoning By-law and approvals under the *Planning Act* will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities.
- 2) The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:
- a) Local context and character of existing development;
 - b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
 - c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
 - d) Proximity to Hubs, Corridors and rapid-transit stations;
 - e) Transition in building form to and from abutting designations;
 - f) The intended density to be accommodated within the permitted building envelope; and



- g) The provisions of Subsection 4.2 Policy 1)(d).
- 3) Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:
- a) In the Downtown Core Transect, urban as described in Table 6;
 - b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Neighborhood Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and
 - c) In all other cases, may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan.
- 4) The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and streetlines.
- 5) Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.
- 6) To encourage innovative and compatible new forms of housing involving condominium or strata severance or other severance of a building, the Zoning By-law may treat multiple parcels as one lot for zoning purposes where doing so does not impede functional standards and requirements.
- 7) Sites that are underutilized or convert from non-residential uses, for example golf courses, school sites or churches, may convert to residential, provided all of the following are met:
- a) The proposed development includes the majority of its site as low-rise missing middle housing typologies;
 - b) The intent of the growth management requirements of Section 3 are met;
 - c) The proposed development includes an affordable housing component meeting Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services and
 - d) Industrial or commercial sites, such as shopping centre redevelopments, that are located within the Neighbourhood designation do not fall under this policy and must rely on the direction of Subsection 3.2, Policy 6).

Figure 18



6.3.3 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa



1) The City shall allow, through the Zoning By-law, large-scale non-residential land uses where they exist as of the adoption of this Plan. Where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation, as per Subsection 6.3.3, Policy 3);
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;
- c) The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with transect and overlay policies.

2) The City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings.



3) Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitting these uses, provided the development meets all of the following:

- a) They are small scale and serve the surrounding lands;
- b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and
- e) They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

4) Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 4) shall be considered where the proposal meets all of the following criteria:

- a) The proposed use is compatible with and complements surrounding uses;
- b) The property has frontage on a arterial, major collector or collector;
- c) The main buildings are situated to occupy the majority of site's frontage;
- d) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;
- e) Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and
- f) Goods for sale or display are not placed in the municipal right of way.

5) In addition to Policy 1), proposals for new large-scale non-residential land uses may be considered provided:

- a) The use is not more appropriately located in a Hub, Corridor, Industrial and Logistics or Mixed Industrial; and
- b) The use is located on the rapid transit network or along a street where frequent street transit service is already provided.

6) Further to Policies 1) and 2), industrial uses likely to cause nuisance to nearby residential uses due to matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials:

- a) Will be prohibited in the Neighbourhood designation;
- b) Existing such uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law; and
- c) New such uses shall be directed to the Industrial and Logistics designation.

7) In order to provide for current parking demand while enabling a transition over time towards less automobile-dependent development,

- a) The City may establish residential on-street parking permit zones in Neighbourhoods per Subsection 4.1.4, Policy 6);
- b) The Zoning By-law may allow communal parking garages and in accordance with Subsection 4.1.4, Policy 9) surface parking lots as a main use of land, where doing so provides an alternative to on-site parking on nearby residential lots; and

c) The City will regulate private approaches as provided under the applicable Transect policies in order to maintain or enhance unbroken curb space for short-term, visitor and permit-zone street parking, as well as for other common purposes.

8) In order to maximize predictability and consistency in development approvals, the Zoning By-law:

- a) May include building and site design standards for certain classes of development, otherwise secured through Site Plan Control, where doing so allows Site Plan Control to be simplified, streamlined or exempted under limited and appropriate circumstances and requirements; and
- b) May provide for such zoning standards to apply as an optional as-of-right alternative to Site Plan Control.

9) Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the *Planning Act* shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way.


6.4 Industrial and Logistics

Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses. This designation corresponds to the manufacturing and warehousing activities within employment areas as defined by the *Provincial Policy Statement*. These uses generally cannot fully integrate with sensitive land uses and are not suited or are priced out of other designations, such as Hubs and Corridors. These uses help broaden the economic base for Ottawa beyond federal, high-tech, health and education services. Some of these uses also support existing residents and employers through the storage and logistics of merchandise, supplies and construction needs.

The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes. These uses may impact other surrounding uses due to emissions, such as odours, dust, smoke, heavy equipment movement, light or noise and should be segregated from sensitive land uses.

Compatibility with surrounding uses and protection from other uses with higher economic values are major factors for clustering these uses into a Industrial and Logistics designation. These factors reduce the viable locations for these uses and limits where these uses can locate in comparison to other land uses which are more easily integrated and can out-compete them based on land values. For these reasons, lands designated Industrial and Logistics should be protected from conversion to non-industrial land uses. Subsection 3.5 provides the conditions for these conversions.

6.4.1 Preserve land in strategic locations for goods movement and logistics uses

- 1) Each designation area shall  of sufficient size to accommodate a cluster of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:
 - a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;
 - b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;
 - c) Auto service and body shops, heavy equipment and vehicle sales and service;
 - d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;

WHAT WE WANT TO ACHIEVE

- 1) Preserve land in strategic locations for goods movement and logistics uses
- 2) Ensure adverse impacts on sensitive uses are minimized
- 3) Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses

- e) Major Office in accordance with Subsection 3.5, Policy 12); and
- f) Offices that are accessory to a primary use.

3) Industrial uses or development with the potential of restricting visibility at the Ottawa International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust or steam as described in Transport Canada's Land Use in the Vicinity of Airports document TP1247E, are not permitted.

4) Accessory sample and showroom uses are permitted if:

- a) They occupy part of a building where, and are operating only in association with, a warehouse or other permitted use in the same building;
- b) Are primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
- c) Where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage.

5) Notwithstanding the uses listed in Policy 2), legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.

6.4.2 Ensure adverse impacts on sensitive uses are minimized



1) Residential, institutional and all other sensitive land uses are not permitted.

2) Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s). Site plan control shall consider the siting of structures and/or outdoor operations to minimize potential adverse impacts to sensitive use(s).

3) To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines.

6.4.3 Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses

1) Ancillary functions and uses that are meant to serve and support the daily needs of the employees working on lands within the Industrial and Logistics designation, are limited to service commercial uses such as convenience store, coffee shop, restaurant and service station or gas bar, are permitted on individual parcels. Automobile sales shall be ancillary to the service use.

- a) High traffic generating ancillary uses should be located on-site, such as frontage on an arterial or major collector road, which avoid potential conflict with primary industrial uses (ex. goods movement); and
- b) Sensitive land uses are not permitted as ancillary uses.



2) Uses that are not compatible with heavy industrial uses or which may conflict with the operation of traditional heavy and light industrial uses should not be permitted to minimize the absorption of land for non-industrial uses unless approved as part of a comprehensive review, where such lands fulfill the *Provincial Policy Statement* requirements for Employment; or otherwise, through an amendment to this Plan.

6.5 Mixed Industrial

Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. This designation corresponds to the office activities within employment areas as defined within the *Provincial Policy Statement*. Where applicable, these areas can contribute to 15-minute neighbourhoods through the location of neighbourhood-based uses.

Mixed Industrial areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and stand-alone licensed care centres that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can blend more into surrounding neighbourhoods.

WHAT WE WANT TO ACHIEVE

- 1) Preserve land for uses that require a business park environment for their operation
- 2) Act as a transition between neighbourhoods and industrial areas
- 3) Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods

6.5.1 Preserve land for uses that require a business park environment for their operation

- 1) Each designation shall be sufficiently sized to accommodate clusters of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Mixed Industrial designation as shown on Schedules B1 through to B8:
 - a) Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;
 - b) Automotive sales and service, heavy equipment sales and service;
 - c) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;
 - d) Major Office in accordance with Subsection 3.5, Policy 12); and
 - e) Small-scale office that is typically less than 10,000 square metres.
- 4) Industrial uses or development with the potential of restricting visibility at the Ottawa International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust or steam as described in Transport Canada's Land Use in the Vicinity of Airports document TP1247E, are not permitted.
- 5) Accessory sample and showroom uses are permitted if all the following conditions are met:
 - a) They occupy part of a building where, and are operating only in association with, a warehouse or other permitted use in the same building;

- b) Are primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
- c) Where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage.

6) The Zoning By-law and site specific applications shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impacts between industrial uses and sensitive land uses are minimized.

7) Residential uses are not permitted.

8) Notwithstanding the uses listed in Policy 2) and 7), legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.

6.5.2 Act as a transition between Neighbourhoods and Industrial areas



1) Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.

6.5.3 Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods



1) The following policies apply to commercial services that may be permitted in Mixed Industrial areas, in support of the 15-minute neighbourhood objectives:

- a) The types of permitted services are those of a scale that cater to a local neighbourhood clientele and to the employees working on lands designated Mixed Industrial, including small scale grocery stores, recreational, health and fitness uses and service commercial uses (e.g., convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);
- b) The permitted services may locate within:
 - i) Stand-alone buildings;
 - ii) Within a building containing a permitted Mixed Industrial use; or
 - iii) In buildings that group more than one of these services;
- c) Commercial service uses shall be located along the edge of the Mixed Industrial area abutting residential neighbourhoods but no more than 600 metres from a residential zone;
- d) Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and
- e) Appropriate cycling and pedestrian facilities may need to be provided where not currently available.

2) In Mixed Industrial areas, sensitive uses (including private schools, community centres, licensed child care centres or places of worship) may be permitted through a site-specific amendment to the Zoning By-law if all of the following criteria are met:

- a) There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit. The assessment will be guided by the Ministry of the Environment,



Conservation and Parks Land Use Compatibility Guidelines, as amended.

- b) There are no traffic impacts that would impede a Mixed Industrial use's operations;
- c) Is located within 600 metres of a residential zone; and
- d) Is located a minimum of 300 metres away from zones where heavy industrial land uses are permitted.

6.6 Special Districts

Special Districts are parts of the city that are important internationally, nationally and to the metropolitan area. They define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches. There are two categories: City-defining Special Districts and Special Economic Districts.

6.6.1 Strengthen the role of Special Districts as places that are important to the city's identity, and emphasize and increase their contribution to Ottawa's culture



- 1) The following will apply to all Special Districts:
 - a) Special Districts are designated on the B-series of schedules;
 - b) Development applications and capital projects within Special Districts must demonstrate adherence to this section and the general policies in Subsections 4.5 and 4.6;
 - c) Development proponents should seek conformity with both this Plan and, where applicable, the requirements of the Government of Canada and the National Capital Commission;
 - d) With the exception of Kanata North, the permitted building height will be the higher of the:
 - i) Existing zoning in place at the time of adoption of this Official Plan; or
 - ii) As provided through an adopted secondary plan;
 - e) Municipal investment, such as capital projects, will complement investments by the National Capital Commission and Government of Canada, where possible. Coordination with Business Improvement Areas, development proponents, community associations and other partners will be encouraged. Pilot projects that uphold the policy intentions of the Special District may be encouraged; and
 - f) The designation of new Special Districts will only be initiated by the City.

WHAT WE WANT TO ACHIEVE

- 1) Strengthen the role of Special Districts as places that are important to the city's identity, and emphasize and increase their contribution to Ottawa's culture
- 2) Support the City-defining Special Districts as areas of representing Ottawa's identity and cluster of cultural assets
- 3) Special Economic Districts that support the City's economic development
- 4) Other Economic Districts

6.6.2 Category 1: Support the City-defining Special Districts as areas of representing Ottawa's identity and cluster of cultural assets



6.6.2.1 Parliament and Confederation Boulevard Special District

The Parliament and Confederation Boulevard Special District is the heart of Ottawa's image and identity as the Capital of Canada. The Parliament Buildings sit prominently on a cliff above the Ottawa River and are



contextually linked to the Rideau Canal, Chateau Laurier, Major's Hill Park and the Canadian Museum of History in Gatineau. Parliament Hill, with its formal green lawns bordered by a natural forested setting, serves as a focal point of Confederation Boulevard, which is a ceremonial route with many federal institutions on Wellington Street between Bay and Elgin Streets and on Sussex Drive between Rideau Street and the Prime Minister's residence and Rideau Hall. This ceremonial route encompasses streets and unites both sides of the Ottawa River within the metropolitan core. It is also home to the National Gallery and other federal institutions and foreign embassies.

1) National symbols will be protected within the Parliament and Confederation Boulevard Special District and the City will support the integration of federal and municipal plans.

2) Encourage this area as the preferred location for new or expanded institutions of national or international significance.

3) Development must conserve properties of cultural heritage value including those designated under the *Ontario Heritage Act*, within the Sparks Street Heritage Conservation District, the Historic Sites and Monuments Board of Canada or by the Federal Heritage Buildings Review Office.

4) Due to the national significance of the District, and the interface between federal and local approvals, concurrent planning efforts at the federal level, the City will seek a dialogue with various federal agencies including but not limited to the National Capital Commission, Public Services and Procurement Canada and Parks Canada to develop some common principles for new development in the Special District. Those principles would likely address maintaining high standards of architectural quality, respecting built form, proportions, forms, sizes and scale and the clarifying the circumstances where new built form should be, similar, sympathetic or distinctive. The City will use the results of this dialogue to embody the principles when it updates its applicable secondary plans.

5) The design of public and private spaces should encourage people to eat, drink, sit and spend time in the Special District. Development and capital projects should include high-quality materials, surface treatments, street trees, universal accessibility, maintain sunlight and minimize wind on public realm, public art and commemorative monuments. Streetscape improvements should reflect the national significance and heritage character of the Special District and be coordinated with cultural heritage attributes.

6) Architectural and street lighting should adhere to the directions of Parliamentary Precinct Exterior Lighting Master Plan, Capital Illumination Plan, Long-Term Vision and Plan.

7) Security infrastructure should be discreet and blend into the surrounding streetscape or landscape elements wherever possible.

8) To accommodate the demands associated with tourism, ceremonial functions and public gatherings for large-scale special events, the following mobility policies will apply throughout the Special District:

- a) Introduce priority crosswalks, wider sidewalks, pick-up and drop off locations for tour buses, wayfinding signage, accessibility improvements, security measures associated with large crowd control where applicable;

- b) Ensure good wayfinding is in place to rapid transit stations and street transit stops including those operated by OC Transpo and the Société de Transport de l'Outaouais; and
- c) Improve cycling connectivity, including separated cycling routes that complete the interprovincial bike cycling loop and such as the Capital pathway linkages that connect the Rideau Canal to the Ottawa River pathways, Lady Grey Drive and Sussex Drive.

9) The Council-approved Sparks Street Public Realm Plan shall guide all development and capital works on the street. This Plan sets a comprehensive vision to fulfill its role as Ottawa's destination for cultural celebration, entertainment and activity and provides direction for the renewal of all components within the right of way. The Plan speaks to the importance of active uses at grade, particularly related to arts, nightlife and restaurants.

10) The following policies will apply along the Confederation Boulevard ceremonial route:

- a) Wellington Street is a distinctive street, and the City will work towards the eventual removal of trucks from Wellington Street, as alternative routes become available. New development of the frontage sites on the south side of Wellington Street, on the city block west of the Office of the Prime Minister and Privy Council Building, between Metcalfe and O'Connor Streets, will be designed to establish a strong street wall and to contain and complete the parliamentary quadrangle while protecting views of the Parliament Buildings. The street will include a highly consistent pattern of tree planting and street furniture.
- b) Transform the Rideau-Sussex-Mackenzie-Wellington intersection and area to create a key civic gathering space of national importance with Wellington Street evolving as the premiere avenue of the capital;
- c) New development on the east side of Sussex Drive between Notre-Dame Cathedral and George Street will reinforce the 19th century architectural and commercial character of the street; and
- d) New Development on Sussex Drive between Notre-Dame Cathedral and the Rideau River will define the street edge with buildings framing the street, contributing to an enhanced urban character. Consideration for the existing character-defining attributes of the streetscape such as built heritage resources, decorative light fixtures, high-quality pedestrian infrastructure, formal landscaping and views from the public realm, including those of national symbols and the Ottawa and Rideau Rivers and their natural shorelines, will further inform the design approach.

6.6.2.2 The Rideau Canal Special District

The Rideau Canal is a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, National Historic Site, Canadian Heritage River and is a defining icon of Canada's Capital and Ottawa's Downtown Core and Inner Urban areas. It is popular with residents and visitors in every season. This Special District stretches 6 kilometres from the Laurier Avenue Bridge to Hartwell's Locks close to Dow's Lake. It includes the Rideau Canal, its landscape buffer, federal parkways and the first row of properties fronting the Canal.

The intent of the policies for the Rideau Canal Special District is to conserve its cultural heritage landscape while encouraging new sensitive opportunities for animation that enhance experiences for residents and tourists. With respect to the first row of properties, as shown on Schedule B2, the intent of the policies is that new development will respect and reinforce the existing physical character.

1) To recognize the significance of the Rideau Canal Special District to the city's identity and provide a framework for future development, the City will undertake a secondary planning study in consultation with Parks Canada, the National Capital Commission and stakeholders. The boundaries of the Rideau Canal Special District's may be further refined through the secondary planning process. The secondary planning study recommendations will:

- a) Guide development for the first row of properties in the following areas:
 - i) In the Downtown Core Transect along Queen Elizabeth Driveway in the Golden Triangle;
 - ii) In the Inner Urban Transect along Queen Elizabeth Driveway in the Glebe;
 - iii) Along Queen Elizabeth Driveway from Bank Street to Commissioners Park and shorelines near Dow's Lake;
 - iv) Echo Drive;
 - v) Along Colonel By Drive adjacent to the Rideau Centre, Convention Centre and University of Ottawa; and
 - vi) Along Colonel By Drive between Bank Street and Hartwell's Locks.
- b) For areas identified in Policies v) and vi) above, specific guidance will be provided given with respect to the role of buildings along the Canal and their impact on the skyline;
- c) Identify, characterize, manage and prioritize protecting visual or scenic areas of high quality and the diverse cultural heritage landscape character of the Rideau Canal UNESCO World Heritage Site's setting. This includes significant views to and from the waterway;
- d) Include options, where appropriate, for enhanced heritage protection for the areas currently subject to the heritage policies in the 2008-250 Consolidated Zoning By-Law on both Colonel By Drive and Queen Elizabeth Driveway;
- e) Examine opportunities to extend the street grid system to add new linkages to the parkways and allow for improved pedestrian and cycling connections to strengthen the connections within the public right of way to the Rideau Canal;
- f) Re-imagine Queen Elizabeth Driveway and Colonel By Drive to reduce the roads' importance as a commuter route in favour of pedestrian activity and greenspace connections with consideration of Canal crossings. This may include limiting vehicular access and reducing traffic speed; and
- g) Explore new opportunities for animation that are sensitive to the cultural heritage landscape features of the parkway and Rideau Canal. These include new tourism initiatives and enhanced greenspaces that are representative of the Capital, and may include supporting local artists and artisans outdoor vending and food experiences.

2) The policies in this section, in addition to any policies or recommendations of the future secondary planning study will inform the development standards in the Zoning By-law.

3) Working with partners, including the National Capital Commission and Parks Canada to respect the Rideau Canal UNESCO World Heritage Site and protect cultural heritage landscapes. The following will apply:

- a) Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau Canal as a World Heritage Site and National Historic site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees; and

b) All lighting and light fixtures, commercial and digital signage, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, pathways and the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.

4) The following policies will apply in the first row of properties along the Rideau Canal:

a) Where properties are within or on the edge of established Low-rise residential areas, development will be subject to all of the following:

- i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property;
- ii) In order to be consistent with nearby low-rise residential development, anticipated Secondary Plan process for the area as references in Subsection 6.6.3, Policy 1) will consider if Site Plan Control By-Law may extend within the Rideau Canal Special District; and
- iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal; and

b) Outside of Low-rise residential areas, on the east side of the Rideau Canal along Colonel By Drive, and where properties abut Main and Hawthorne Streets, development will be subject to all of the following policies:

- i) Enhance the connection of new buildings to the Canal by including active frontages and enhanced pedestrian and cycling connections;
- ii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways by ensuring the continuity of existing landscape patterns, minimizing the visibility of loading, servicing and vehicular access and orienting the building to frame and protect the views to and from the Canal;
- iii) Include new trees along the frontage of new development within the first row of properties bordering the Canal; and
- iv) Policies for the two properties at intersection of Colonel By Drive/Echo and Main Street, 10 Main Street and 113 / 115 Echo are in the Old Ottawa East Secondary Plan.

6.6.2.3 The ByWard Market Special District

This Special District includes the ByWard Market and part of Lowertown West Heritage Conservation Districts. This lively area contains the oldest public market in Canada, residential, commercial and mixed-use buildings, nightlife, outdoor vendors, courtyards and quaint streetscapes. In addition to the vibrancy of the culture, entertainment and shopping attractions, this area is surrounded by residential streets lined with some of the best examples of early working-class vernacular housing in Ottawa. Lieutenant Colonel By, who designed and supervised the construction of the Rideau Canal, laid out the street plan of the ByWard Market. The ByWard Market Building, a central gathering place within the area, was constructed in 1928, and is the fourth iteration of a market building on the site, with the original dating back to the

1830s. Guiding growth, conserving heritage attributes and creating pedestrian spaces will reinforce the area's economic, cultural and social importance.

1) To reinforce the economic, cultural and social importance of the ByWard Market Special District, the City will undertake a secondary planning study to establish a strong planning framework, in addition to the provisions of the policies set out in this section.

2) Transform the ByWard Market into a pedestrian first environment through the implementation of the Council-approved ByWard Market Public Realm Plan. In particular, the following aspects of the plan are to be implemented over time:

- a) Maintain and enhance the heritage designation and historic ByWard Market;
- b) Maintain and enhance the farmer's and outdoor market as it is the heart and economic cornerstone of the ByWard Market Special District;
- c) Incrementally, reallocate space currently dedicated to vehicles, including parking lots, around the historic market building and surrounding sections of York, George and William Streets. Redesign the public rights of way in accordance with the ByWard Market Public Realm Plan;
- d) Introduce broad pedestrian promenades on the north sides of York, George and Clarence Streets, where sun exposure is highest. The role of each street will be unique with York Street equipped to accommodate the widest variety of events, George Street providing family friendly amenities and gathering spaces and Clarence Street will accommodate patios;
- e) The parking structure at 70 Clarence Street will be a site considered for a future destination building that complements the existing Market building;
- f) The installation of new public art is essential and existing art should be maintained;
- g) Promote tree planting and preservation to ensure the streets in the Market will have a leafy, green image; and
- h) Install lighting, water and power fixtures that are distinctive and coordinated, based on context, function and need. Throughout the ByWard Market Special District, development and capital projects shall provide lighting consistent with the Capital Illumination Plan and the ByWard Market Public Realm Plan.

2) Different parts of the ByWard Market Special District will express their character based on their roles and functions and the following policies, which are to be used to evaluate development applications:

- a) The Zoning By-law will maintain the area in the vicinity of the ByWard Market Building as a tourist, retail, entertainment focused area. A diversity of cultural, nightlife and commercial activities will be encouraged, in a way that mitigates impacts such as noise on the residential uses in the area. All new development will be subject to the Agent of Change principle to ensure the viability, preservation and strengthening of existing or future cultural and music venues that contribute to the Special District's identity;
- b) West of Dalhousie Street, the character is a mixed-use area that will continue to be defined by low-rise buildings, and a strong commitment to the conservation of architectural and cultural heritage attributes;
- c) East of Dalhousie Street and south of St. Patrick Street, the planned function combines a higher density of development and buildings mainly focused on residential but welcoming mixed-land use with active frontages at the street level. Opportunities to extend the street animation and foot traffic-generating uses eastward to King Edward Avenue will be pursued;

- d) Buildings shall be designed with appropriate height, mass and transitioning to maintain sunlight exposure and avoid overpowering and overshadowing ByWard Market Square, York Street Plaza, William and Waller pedestrian streets;
- e) To recognize the role of Rideau Street as a historic commercial, shopping street of regional significance, priorities include: the protection heritage buildings and facades, pedestrian-oriented uses with direct street access, the maximization of sunlight, the provision of pedestrian links to adjacent areas and a unique street theme;
- f) Dalhousie Street is encouraged to retain its commercial character and will be recognized for its historic role and cultural linkages to the Lowertown Francophone community, and as an important focal point for neighbourhood amenities. Development shall:
 - i) Remove surface parking lots, where applicable;
 - ii) Invest in active transportation infrastructure and enhancements to the public realm including public art, trees and landscaping; and
 - iii) Leverage partnerships as described in Subsection 6.6.1 Policy 1 e);
- g) Along both sides of King Edward Avenue:
 - i) Development and capital projects should improve pedestrian safety and access across King Edward Avenue and allocate adequate space for street trees;
 - ii) Its identity and heritage resources should enhance its evolving physical character; and
 - iii) Mid-and high-rise buildings will generally be permitted and should include transitioning to commercial at Rideau Street and King Edward Avenue; and
- h) York Street is enhanced as a distinctive street and entrance to, and promenade through, the ByWard Market, while ensuring that where it passes through Lowertown, it is oriented to the needs of the neighbourhood, such as through the provision of pedestrian amenity space.

4) Notwithstanding the Subsection 6.6.1, Policies 1 d) and e), the City shall maintain views of Parliament Hill and other national symbols, in accordance with Subsection 4.6.2, Policies 1) and 2) and in Schedules C6A, C6B and C6C.

- 5) The conservation of cultural heritage resources will be supported in the following ways:
- a) Development within the ByWard Market or Lowertown West Heritage Conservation District will conform with the applicable Heritage Conservation District Guidelines or Plan and the policies in Subsection 4.5;
 - b) Development will conserve cultural heritage resources including properties designated under the *Ontario Heritage Act*, and those federally designated by the Minister responsible for Parks Canada, on the advice of the Historic Sites and the Monuments Board of Canada, or by the Federal Heritage Buildings Review Office;
 - c) The conservation and adaptive reuse of non-designated properties listed on the City's Heritage Register is strongly encouraged;
 - d) Development within the core of the historic ByWard Market, west of Dalhousie Street and south of Murray Street will be consistent with the scale, massing, setbacks and materials of the 19th century character of the ByWard Market; and
 - e) Development throughout the ByWard Market Special District within and outside of heritage conservation districts:
 - i) Will be sensitive to existing character through the use of architectural styles, expression and building materials that respect and reinforce the existing physical character, and may be the same as, and integrate with, those of the more prominent built elements of the Special District;

- ii) Will have consistent front yard setbacks with the existing buildings within the associated streetscape; and
- iii) Should consider the articulation of the historic lot divisions in the façade of the new buildings be considered when development takes place across several property lines so that the buildings read as a combination of smaller elements.

6) The public courtyards and associated pedestrian circulation system east of Sussex Drive will be protected and enhanced. Opportunities to introduce new urban plazas, courtyards and privately-owned public spaces, similar to those behind Sussex Drive, will be considered when properties are redeveloped.

7) Strengthen connections to surrounding neighbourhoods by:

- a) Providing wayfinding information relative to transit, parking and other destinations and attractions;
- b) Maintaining strong connections to the York Steps and Major's Hill Park;
- c) Enhancing the Sussex Drive Patrick-Murray gateway as part of the National Capital Commission's Nepean Point improvements and improve connectivity for pedestrians and cyclists;
- d) Enhancing the Rideau-Sussex gateway for gathering, pedestrians and cyclists;
- e) Installing a separated cycling connection along Murray Street; and
- f) Providing a new cycle track on St. Patrick Street to link to existing routes on Mackenzie and Sussex Drive.

6.6.2.4 Lansdowne Special District

One of Canada's marquee urban stadium developments, Lansdowne is a demonstration of the successful integration of a large professional sports facility within an established neighbourhood. The site provides restaurants, housing, retail, heritage resources and community facilities as well as the urban park which attracts people from all over the city to its greenspace and park amenities. Local residents are served with amenities to meet their daily needs. Its setting is within a central, mature neighbourhood that is rich in cultural heritage and geographic attributes and is framed by the Rideau Canal. The Aberdeen Pavilion is a prominent landmark and National Historic Site. Enhancing links to pedestrian and cycle networks, supporting transit options and transportation demand management are essential to enhance the functioning of Lansdowne Park. The City shall set development requirements consistent with the Council approved guiding principles of the Lansdowne Partnership Plan and Lansdowne Master Limited Partnership Agreement.

1) Support the role of Lansdowne as a destination for amateur and professional sports, year-round festivals, residential, entertainment, commercial activity and a public place that has been one of Ottawa's main gathering spaces for over a century and provides a mix of greenspaces and heritage and can be enjoyed by residents 365 days a year.

2) Continued investment in transportation demand management programs for residents and visitors to ensure the focus is on sustainable transportation modes. Automobiles should be de-emphasized with corresponding improvements to pedestrian and cycling infrastructure. The safety of pedestrians and cyclists on Bank Street as well as on connections to the surrounding neighbourhood will be prioritized.

3) Explore new opportunities to animate the public realm of the Rideau Canal, in collaboration with the National Capital Commission and Parks Canada. Priority should be given to protecting the visual setting of the Rideau Canal UNESCO World Heritage Site.

4) Should new development be proposed, any amendment to the Zoning By-law will be evaluated in accordance with the requirements set out in the City's Lansdowne Partnership Plan, the Master Limited Partnership and registered site plan agreements for Lansdowne, and any other related agreements, all as may be amended from time to time. New development will be evaluated for conformity with the above. New development will be evaluated for conformity with the above noted requirements and the Council approved Guiding Principles for Lansdowne as follows:

- a) The site components should continue to include the stadium and arena, Front Lawn, the heritage buildings, neighbourhood-oriented commercial, community and specialty uses such as the farmers' market, horticulture building and recreational amenities such as the urban park. The Aberdeen Pavilion is a prominent landmark at the site;
- b) Encourage sufficient intensity of development and mix of uses that will allow the site to remain active;
- c) Great care and attention are to be given to ensure the universal values of the Rideau Canal UNESCO World Heritage site are not adversely impacted or diminished. Acknowledge as a heritage element and retain its soft landscape environment with this environment extending into the new open space. A cultural heritage impact statement may be required for any development application under the *Planning Act* within 30 metres of the Rideau Canal UNESCO World Heritage Site and its landscaped buffer, which will be reviewed in consultation with Parks Canada and the National Capital Commission;
- d) Development should respect and conserve existing buildings designated under the *Ontario Heritage Act*. New development shall respect the established heritage values of the Aberdeen Pavilion National Historic Site of Canada and the agreements to ensure its conservation, including enhancement of views to and from the building and appropriate uses for ongoing public access and activity.
- e) View lines from the property edge at Queen Elizabeth Drive and to the Aberdeen Pavilion and other requirements of the Easement Agreement with the Ontario Heritage Trust will be maintained.
- f) To support Lansdowne's integration with the surrounding the mature residential neighbourhood, the broader area context will be examined to determine appropriate scale in building form to design the mass and height with appropriate transitioning, with specific attention to building transitions from the established low-rise residential areas;
- g) Through redevelopment applications, ensure that the design of the site will continue to maintain the high-quality public realm;
- h) Focus development on existing built areas, avoiding or maintaining the established areas of greenspace and public space;
- i) The design shall be responsive to how users access the site (transit, car, boat, walk, cycle) so as to prioritize pedestrians and cyclists;
- j) Development shall provide high quality architecture and materiality; and
- k) Promote tree planting and other measures that contribute to the City's Climate Change objectives.

5) Notwithstanding Section 6.6.1, Policy 1) d), development in the Lansdowne Special District is permitted a maximum building height of 40 storeys. (Subject to By-law 2023-510)

6) Notwithstanding Section 6.6.2.4, 4) h), and Section 4.4.6, 2, a sports arena is permitted within the established areas of greenspace and public space as identified on Schedule B2. (Subject to By-law 2023-510)

7) Notwithstanding Section 7 of this Plan, a sports arena is permitted within the Greenspace Designation within the Lansdowne Special District. (Subject to By-law 2023-510)



6.6.2.5 Ottawa River Islands Special District

Zibi and the Ottawa River islands between Ottawa and Gatineau are a rare occurrence of a continuous urban fabric across a waterway, and they constitute a meaningful link between both sides of the River. The Chaudière Falls and thousands of years of Indigenous presences are important. This Special District is unique in that it is characterized by its setting, which includes 19th century former industrial buildings that sit directly adjacent to the water, and because of its unique public realm and active transportation opportunities. Other islands beyond the Zibi project have similarly important and image-defining roles to fulfill, notably to mark Algonquin Anishinabe Host Nation presence and culture in a location that has significant historical and symbolic importance.

1) To reinforce the cultural importance of Zibi, development and capital works projects will reflect the Council-approved document, The Isles: Domtar Lands Redevelopment. Buildings that positively contribute to Ottawa and Gatineau's skyline will be achieved by defining the height and massing of buildings, so they are visually well proportioned and ensure a comfortable public realm. Notwithstanding Subsection 6.6.1 Policy 1 d), the building height restrictions in the areas identified on Schedules C6A, C6B, C6C and set out in Subsection 4.6.2 will apply. New development will frame and/or protect important views identified by the City, the National Capital Commission and Government of Canada. These include:

- a) Public viewing opportunities of the national symbols and Chaudière Falls should be created and/or enhanced with the development;
- b) Building placement and open spaces should be positioned and designed to maximize public viewing opportunities of the iconic views described above; and
- c) Views of the Islands from Ottawa and Gatineau are to be designed to be interesting, varied and dramatic.

2) Support the role of Zibi as an emerging healthy, walkable 15-minute neighbourhood, through street designs that prioritize pedestrians, a mix of uses and the preservation of built heritage assets in accordance with Subsection 4.5 of this Plan.

3) Include new parks and privately-owned public spaces to support the evolution of the district and honour the district as a symbolic location for Algonquin Anishinabe Host Nation culture.

4) In the spirit of reconciliation and building meaningful relationships with Indigenous peoples based on mutual respect, trust and dialogue, the City supports the creation of spaces for Indigenous art, cultural interpretations and ceremonial gathering on Victoria Island and no amendment to this plan is required for any initiatives related to any National Capital Commission led planning with the host Algonquin Anishinabe Nations.



5) Integrate public realm treatments, wayfinding signage and right of way designs that respect the Council-approved Heritage Interpretation Plan and are harmonized between the City of Ottawa and the Ville de Gatineau and the National Capital Commission to ensure a unified look and feel for the District.

6) Identify and implement new ways to animate accessible and safe sections of the waterfront which will require coordination with the Ville de Gatineau and the National Capital Commission regarding the management of the waterfront, with the intent of seamless connections to the water, and to strengthen the continuity of the urban fabric across the river and into the established downtowns on both sides of the river.

7) Designate significant heritage buildings according to the Memorandum of Understanding signed by the property owner and the City of Ottawa upon the original purchase of the lands.

6.6.3 Category 2: Special Economic Districts: Special Economic Districts that support the City's economic development

6.6.3.1 Ottawa International Airport Economic District

The Ottawa International Airport defines the image of our city both nationally and internationally as one of the entry points into the National Capital Region. It is instrumental to Ottawa's economic growth, employment and as a travel hub. Each year, more than 5 million travelers pass through the airport and more than \$2bn in economic activity takes place in the vicinity. There are also more than 10,000 people employed at the airport and airport related activities. By 2036, it is estimated that this economic zone will be responsible for more than 16,000 jobs and more than \$3bn in economic output. The area has the potential to develop further and will become well connected to the rest of the city through O-Train expansion. The objective of this Special District is to provide guidance to development and support the preparation of a secondary plan to recognize its role as an economic generator and to balance employment and mixed uses around the airport.

1) To encourage the integration of airport planning with land use planning and transit, the City will undertake a secondary plan in partnership with the airport authority, Government of Canada and the National Capital Commission. This will set the stage for future transit-supportive development by creating opportunities for additional service-oriented and commercial land uses.

2) Recognize the airport's function as a gateway to the City will encourage and where applicable, develop partnerships with the Airport Authority and other levels of government to provide high-quality urban places, landscaping, buildings, transit stations, area parks, pedestrian and cycling improvements and increased passenger convenience through wayfinding, connections to convenient transit and pathways for active transportation.

3) Until a secondary plan as per Policy 1) has been approved, on lands shown as "Ottawa International Airport Special Economic District" on Schedule B6 and notwithstanding land use permissions within

Subsection 6.5 Mixed Industrial, allow a mix of land uses such as industrial and commercial to provide an economic base around the airport and accessible by O-Train and street transit service. Development should enhance the airport's role as a key economic generator. Ideal businesses have a relationship with the airport, such as mixed research and development, storage and distribution, machinery repair and maintenance and accommodations for travelers. These uses may locate within multi-storey buildings where there are no conflicts with height restrictions.

4) Development will be subject to the restrictions imposed by the Airport Vicinity Development Zone as shown on Schedule C13 and as described in Subsection 10.2.2.

5) Development within runway approach surfaces will be subject to the overall building height provisions of the Federal Airport Zoning Regulations. Elsewhere in the Ottawa International Airport Economic District, until height provisions are determined in a secondary plan, Subsection 6.6.1 Policy 1 d) will apply.

6) In the wider airport area beyond the area restricted by noise controls, residential and business clusters will be developed along Corridors and around future O-Train stations leading to the airport. These areas include the former Canadian Forces Uplands Air Force Base, lands west of the airport, along the Rideau River in the vicinity of Limebank Road. Employment uses will include private employers and public services such as paramedic and police installations as well as public transit stations, government agencies laboratories and offices.

7) Encourage an employment area that achieves a modal share with a high percentage of employees that rely on street transit, O-Train and active transportation connections. To reduce the amount of vehicle traffic utilizing the existing access road infrastructure, new development will integrate into, and extend into its site, the existing surrounding pattern of public streets and sidewalks and reinforce or introduce a grid pattern that is transit oriented. The Airport Parkway will continue to be the primary means of road access to the passenger terminal building and core development area.

8) There will be no development of land identified as being environmentally significant. The Greenbelt linkage is part of land reserved for environmental purposes which will form part of a potential future link between the Greenbelt lands to the west of the airport and the Leitrim Wetland.

9) The Ottawa International Airport Economic District may be a candidate area for a Community Planning Permit System.

10) The City will work with the National Capital Commission to streamline the review of development applications and reduce regulatory overlap.

6.6.3.2 Kanata North Economic District

Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:

- a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;
- b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add dwelling units within a 600 metres radius walking distance of these stations to provide people and jobs to support retail and commercial;
- c) Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:
 - i) March Road, as the main mobility corridor that moves people to and beyond the district and which is designated as a Mainstreet, shall evolve to be a prominent, multi-modal grand street with bus rapid transit that presents the district as an innovation cluster and a living lab;
 - ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place; and
 - iii) Where March Road and Legget Drive intersect or overlap with the activity centres which includes the areas generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road, Subsection 6.6.8 Policy 4) shall apply;
- d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses; and
- e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Introducing new private or public streets and walkways on larger parcels will allow for improved connectivity and public realm. Where feasible, blocks should generally be one hectare in size with intersections about 150 to 180 metres apart.

2) The intent is that wherever possible, land use changes that support the district's economic role will not require an Official Plan amendment. The Zoning By-law will broaden land use permissions, reduce required setbacks, reduce on-site parking requirements and establish minimum/maximum floor space index ratios. With this Special Economic District also subject to the Community Planning Permit pilot study, the Zoning By-law provisions will eventually be replaced by a district specific Community Planning Permit By-law. This should uphold the shared vision for redevelopment, support the ability to readily adapt to rapidly changing technology and market conditions, and streamline the development review process.

- 3) The Transportation Master Plan will make recommendations to:
 - a) Increase reliable sustainable transportation options such as transit, cycling and pedestrian connections with the evolving development. This includes a review of the timing of implementation of the March Road Transitway as part of the future transit network;
 - b) Coordinate the integration of future transit stations with the activity centres generally within 600m of the planned Transitway stations located at Terry Fox Drive and Station Road; and
 - c) Create better connections between rapid transit and the rest of the district, which could include Transit Priority Corridors or other possible solutions.

- 4) The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car. The following policies apply to activity centres:
 - a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;
 - b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafés, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest-density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;
 - c) Encourage a broad range of dwelling sizes, including market and affordable housing;
 - d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;
 - e) Development shall not require minimum parking; and
 - f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

- 5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:
 - a) On March Road, engage visitors, residents and employees through the combination of right of way and elements within the front yard setback such as double rows of trees, lighting, signage, furniture, a variety of digital, interactive and other forms of public art, and the definition provided by adjacent landscaping and buildings. This corridor will be enhanced overtime with the introduction of bus rapid transit, cycling lanes separated from vehicles, and over time replacing surface parking adjacent to the street;
 - b) On Legget Drive, outside of the activity centre areas and if included in the development, small scale retail, cafés, restaurants and other services are desirable at grade level and should be oriented to the

street level. Create a complete street where every user feels safe and is accommodated with sidewalks, street trees, cycle tracks and streetscaping. On-street parking should be facilitated;

c) Outside of the activity centres, building heights should generally be up to mid-rise height. Building height should generally be a minimum of 2 storeys and the maximum 9 storeys;

d) Locate buildings close to each other and to the front of the street to encourage continuous frontage and ease of walking between buildings and to public transit. Encourage distinctive corner treatments of the buildings at intersections;

e) In circumstances where there are through lots with frontage on both streets, the building placement should be oriented towards Legget Drive to encourage its evolution to a more pedestrian friendly street. Lots are encouraged to have buildings on both frontages, the design of the site should not preclude the placement of buildings oriented towards March Road at a later date. In cases where Legget Drive is the preferred orientation of a building, and no development is anticipated to occur along the frontage of March Road, improvements along the frontage of March Road through elements such as public art, landscaping and street trees are encouraged;

f) The transformation of the Kanata North Economic District to appeal to pedestrians is an essential part of making the area more attractive and competitive. On both streets, the quality of the design of pedestrian spaces are a priority. All sidewalks and walkways will be constructed to a minimum of 2 metres and publicly-accessible pedestrian walkways, particularly those that lead to and from planned rapid transit stations and to building entrances, are required;

g) Consider new connections to reduce the block length including exploring one or more new intersections between Solandt/March Road and Terry Fox/March Road; and

h) Development shall not require minimum parking. Visible surface parking is discouraged from March Road and Legget Drive and as development occurs, phasing out existing visible parking is encouraged. Where new surface parking lots are unavoidable, they shall be located to the rear of buildings or interior to the site. Surface parking lots should not be located between the right of way and the main entrance of the building. For buildings on corner sites, surface parking lots shall not be located within the exterior side yard.

6) The following applies to the land within the district outside of the activity centres on March Road and Legget Drive:

a) Land uses should generally be focused on employment uses such as office and light industrial uses, research facilities and post-secondary institutions as well as ancillary uses; and

b) Building heights up to 9 storeys will generally be permitted.

7) The policies below will guide the review of development applications:

a) The design of the site will be assessed on its own merits to determine the contribution of one or more of one of the following: new pathways, walkway blocks, sidewalks, active transportation corridors and linkages to improve connectivity throughout the district, to activity centres, planned rapid transit stations on March Road, surrounding neighbourhoods, Trillium Woods and the Greenbelt;

b) Vertical mixed uses are encouraged, for example commercial at street level, institutional on lower levels and housing above;

c) Transitions in massing and building height in accordance with Subsection 4.6.6 Policy 2), will be provided where high-rise or mid-rise buildings are adjacent to established low-rise residential areas;

- d) Blank walls along streets are prohibited. Buildings should be street-oriented with entrances facing the street, highly transparent ground-floor façades and site design should integrate pedestrian-oriented features such as shade trees, bicycle/scooter parking, outdoor seating areas and street furniture;
- e) To minimize the impact on the public realm, service areas such as parking, loading, vehicle access and service entrances should be at the rear of the building;
- f) Reduce the impact of parking on the public realm by promoting shared parking within adjacent properties, accommodating on-street parking and providing stacked, underground parking or above ground levels that are lined with active uses. Where surface parking is provided, integrate shaded landscaped pathways that connect pedestrians across the entire site to the main entrance; and
- g) Where redevelopment occurs adjacent to Kizell Drain and Shirley's Brook watercourses, minimum setback distances should be maintained with naturally occurring conditions within the riparian area and introduce pathways where possible. Development must ensure potential impacts to the Kizell Drain and Watts Creek are evaluated and addressed.

9) The evolution of Kanata North Economic District would benefit from the preparation of guiding documents. These may be prepared by the Kanata North Business Association, property owners or the City, as appropriate. Regardless of who is leading the preparation of guiding documents, City approval of the document or its terms of reference may be required. Collaboration with the surrounding community and consultation with other interested parties will be in keeping with the policies of this Plan. This may yield different types of studies and reports, including but not limited to:

- a) Concept plans with respect to development patterns, locations of proposed land uses, including retail uses, building density and heights;
- b) Connectivity studies to examine where active transportation linkages are needed;
- c) Shared parking or other possible solutions such as autonomous vehicles will be explored;
- d) An area parks plan to identify parks requirement based upon the maximum potential for development anticipated; and
- e) A cost sharing agreement between landowners to allocate the costs of associated studies and improvements.

9) Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials shall not be permitted and be directed to the Industrial and Logistics designation.

6.6.4 Other Economic Districts

The City has a number of other economic districts that have their own secondary plans or form part of other secondary plans. These include Bayview Yards, the Ottawa Hospital new Civic Campus, the Carp Road Corridor and an emerging economic district in the Highway 174 Corridor, the Orléans Corridor Secondary Plan Study. Each has a special role in the City's economy, for example, as an innovation village, the largest rural industrial cluster or a mixed-use neighbourhood maximizing the economic opportunities brought by O-Train service extension. These plans and the applicable policies can be found in Volume 2.