

Section 8. Greenbelt Designations

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The Greenbelt Transect Area is comprised of approximately 20,000 hectares of land, most of which is owned by the National Capital Commission, where those publicly owned lands are also regulated by the policies of the National Capital Greenbelt Masterplan. This area is made up of natural environment areas such as significant wetlands and Areas of Natural and Scientific Interest (ANSI) and rural and prime agriculture lands that contribute to the quality of life and sustainability of Canada's Capital Region. The area hosts a range of cultural and economic activity provided by the public and private sectors and includes recreation, creative industries, research and institutions. Municipal and provincial transportation infrastructure like rapid transit systems, arterial roads and Highways 416 and 417 cross the Greenbelt connecting the region, rural and suburban communities with the City's urban area.

WHAT WE WANT TO ACHIEVE

- 1) Ensure resilience by protecting lands in the Greenbelt Transect Area
- 2) Harmonize Official Plan policies with the policies of the National Capital Commission Greenbelt Masterplan
- 3) Limit uses and activities that place heavy demand on the transportation network
- 4) Ensure development maintains the landscape characteristics of the Greenbelt

8.1 Ensure resilience by protecting lands in the Greenbelt Transect Area



1) The Greenbelt is identified as a transect area on Schedule A of the Official Plan. Within this transect are designations that are unique to the area, while some may be found in other sections of the plan. The following land designations are specific to the Greenbelt Transect Area and shown on Schedule B4:

- a) Greenbelt Rural; and
- b) Greenbelt Facility.

2) Lands designated as Greenspace on Schedule B4 including Core Natural Areas and Natural Linkage on Schedule C12 are based on the NCC's Greenbelt Master Plan. Where these areas are not subject to other policies established under federal or provincial legislation or regulations, the policies for Natural Environment Areas in this Official Plan shall apply.

3) Where lands are designated as Agricultural Resource Area on Schedule B4, the applicable policies for these lands are found with the Rural Designations in this plan.

8.2 Harmonize Official Plan policies with the policies of the National Capital Commission Greenbelt Masterplan

1) The policies for the Greenbelt Transect Area strive to be consistent with those policies of the Greenbelt Master Plan, prepared by the National Capital Commission.

2) Development within the Greenbelt Transect area shall include a coordinated effort between each level of government and its agencies, which may require plans and studies not typically required by the City, such as a Federal Environmental Effects study.



8.3 Limit uses and activities that place heavy demand on the transportation network

1) Roads in the Greenbelt Transect shall be designed to a rural standard and support sustainable modes of transportation, to maintain the rural character of the Greenbelt, minimize the fragmentation of farmland and disruption of natural areas and ensure connectivity across the transects.

2) Unopened and low-volume road allowances in the Greenbelt Transect area may be evaluated for potential closure to reduce asset maintenance costs and restore ecological contiguity.

8.4 Ensure development maintains the landscape characteristics of the Greenbelt



1) Where possible, utilities will be combined in a limited number of corridors and utilize existing rights of way.

2) On lands designated as Greenbelt Rural, the following policies apply:

- a) Permitted uses include forestry, recreation, agriculture, tourism and small-scale commercial uses;
- b) Lands located adjacent to lands designated Greenbelt Facility may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Facility designation, provided the ancillary uses have limited employment associated with them; and
- c) Lot creation is not permitted, except where those lands are public-owned, unless the lands are in a historical settlement where the new lot or lot line adjustments do not extend the existing settlements in length, width or depth, and will be of a size similar to the adjacent lot but not less than 0.8 hectares.

3) On lands designated as Greenbelt Facility, the following policies apply:

- a) Permitted uses include institutional, cultural and creative industries, recreation, tourism, office and research;
- b) The buildings and structures, site design and programs respect the Greenbelt's natural and rural character;
- c) The grounds surrounding such facilities are used for farming, forestry, conservation, recreation, resource management or other uses compatible with the rural character of the Greenbelt; and
- d) For the existing Greenbelt Facilities listed below the City does not plan for further transit, road, transportation or municipal water and waste water upgrades at these locations. Expansion of existing facilities that would require improvement to the above infrastructure may need to be funded substantially or entirely by the proponent, separately from eligible PILT or Development Charge contributions.
 - i) Carling Campus, 3500 Carling Avenue;
 - ii) Shirley's Bay Campus, 3701 Carling Avenue;
 - iii) Connaught Range and Primary Training Centre, 11 Shirley Boulevard;
 - iv) Ottawa Soundstage Complex, 1740 Woodroffe Avenue; and
 - v) RCMP Technical Protective and Operations Facility (TPOF), 1426 St. Joseph Boulevard.



4) An amendment to the Official Plan to designate lands as Greenbelt Facility shall only be considered where:

- a) There is a clear demonstration that any proposed new facility can only be located within the Greenbelt and nowhere else, for national security or military reasons, or in exceptional cases where a Greenbelt location provides the extensive open area, isolation or a rural environment that is necessary to the very nature of the operation of the proposed facility;
- b) Uses will not generate excessive traffic or generally exceed 100 employees
- c) The location of the proposed development does not trigger the need for changes to the existing road network, or where it does, that all such changes are entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance;
- d) The location of the proposed development does not trigger the need for changes to existing transit services, or where it does, that all such changes are limited to street transit operations and are entirely funded by the proponent, including the provision of additional transit vehicles and annual funding for the operation of street transit at a level of service that matches or exceeds the mode share target set out in the Transportation Master Plan for the area in question, or a site-specific mode share target as may be determined by a transportation impact assessment study in support of the development;
- e) The location of the proposed development does not trigger the need for changes to municipal water and wastewater services, or where it does, that all such changes are substantially or entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance;
- f) If the location requires the provision of private water and wastewater services, that such services can be provided in a safe manner and without any adverse impacts on any surrounding private water or wastewater systems; and
- g) That any proposal on federal lands obtains approval by the National Capital Commission.