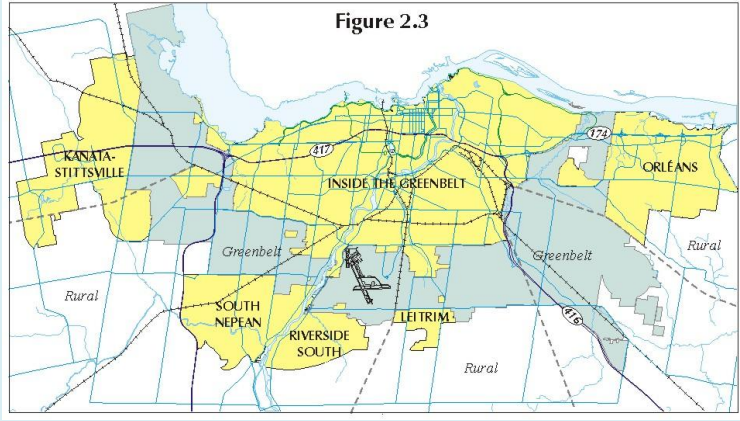
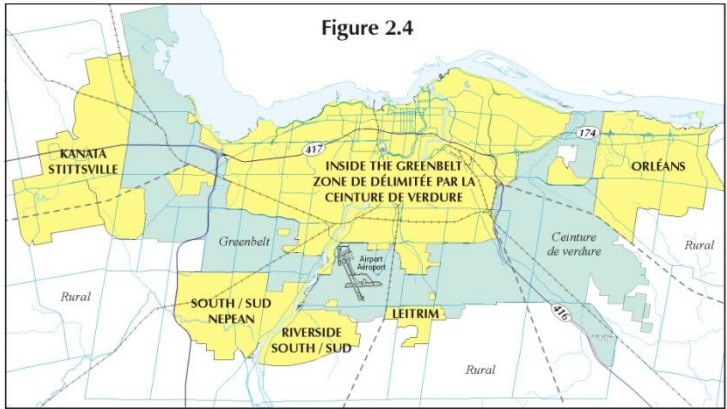


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| 8(f) | 2.2.3 Managing Growth Within the Urban Area | <p>Employment</p> <p>19. In all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the three urban communities outside of the Greenbelt as shown in Figure 2.4.</p>  <p>20. The City encourages intensification of jobs within areas designated Central Area, Mixed-Use Centre, Town Centre, Traditional Mainstreet, Arterial Mainstreet, Employment Area and Enterprise Area on Schedule B of this Plan in accordance with the foregoing policies on targets set out in Figure 2.3.</p> <p>21. Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will be located in areas with existing or planned higher order transit service, particularly those served by stations on the Light Rail and Bus Rapid Transit corridors rapid transit network. The City will permit Major Office Development in the following locations:</p> <ol style="list-style-type: none"> Central Area; Mixed-Use Centres Town Centres Traditional Mainstreets and Arterial Mainstreets with access | <p>19. In all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the three urban communities outside of the Greenbelt as shown in Figure 2.4.</p>  |

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| | | <p>to the rapid transit network as shown on Schedule D of this Plan</p> <p>e. Employment Areas or Enterprise Areas with access to the rapid transit network as shown on Schedule D of this Plan or which are located adjacent to a 400 series highway. Although Major Office Development of this scale is primarily targeted in the above-noted designations, it is not the intent of this policy to create situations of non-conformity on lands in other designations such as General Urban Area, where the zoning existing as of the date of adoption of this Plan permits such scale of office development.</p> <p>22. Major Office Development will play a fundamental role in supporting and increasing the ridership of the Primary Rapid Transit Network. As such, and in support of achieving a compact building form, the City may establish maximum limits for the provision of on-site parking, require parking to be located in structures or below ground, or waive minimum parking requirements when considering applications for Major Office Development.</p> <p>23. The City will plan for, protect and preserve lands for current and future employment uses and will discourage the removal of employment lands for other purposes. For the purposes of this policy, as well as policy 24 below, employment lands include Employment Areas and Enterprise Areas designated on Schedule B and employment uses are those described in S.3.6.5 of this Plan. Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review of this Plan initiated by the City every five years as required by the Planning Act. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert employment lands will be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion.</p> <p>24. A comprehensive review to assess requests to convert employment lands to other purposes will consider such matters</p> | |

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| | | <p>as:</p> <ul style="list-style-type: none"> a. The direction and information contained in the Council-approved Employment Lands Strategy; b. The availability of land already appropriately designated or zoned for the proposed non-employment use; c. The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes; d. The distribution of employment land throughout the city, including the desire of the City to create complete communities by balancing job and housing opportunities in all urban communities outside the Central Area. e. The ability to provide sufficient opportunities for the clustering of areas of like employment; f. The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan; g. The preservation of employment lands at strategic locations proximate to 400 series highways, within 600 metres of an existing or proposed station on the Rapid Transit Network, arterial road frontage, and accessibility to rail and airports; h. The preservation of employment lands proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.; i. The preservation of a diversity of employment lands for a variety of employment uses (e.g. light and heavy industrial, business park, research campus, etc.); j. The demand that proposed non-employment use(s) will create for additional municipal amenities and services in addition to those required by employment uses and the cost of providing same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in ‘k’ below; k. The deleterious impact that the conversion to non-employment use(s) would have on the viability of any remaining employment lands with regard to matters such as: <ul style="list-style-type: none"> i. Incompatibility of land use, ii. The ability to provide appropriate buffering of | |

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| | | <p>employment uses from surrounding non-employment uses on and off-site,</p> <ul style="list-style-type: none"> iii. Affordability (e.g. land and lease costs) for employment purposes, iv. Market acceptance/competitiveness (attractiveness of the employment lands in the marketplace for continued development for employment uses), v. Removal of key locations for employment uses, vi. Reduction or elimination of visibility of employment lands or uses, vii. Reduction in optimum size (of either individual employment land parcels or the overall employment area), viii. Interference with the function of the employment lands (e.g. restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation), ix. Accessibility to the employment lands, x. Ability to provide for a variety of employment options, parcels, and xi. Maintenance of the identity of the employment uses or area. <p>25. Policy 24 above will not apply in the case of an application to permit residential uses in an Enterprise Area, which will be governed by the policies of S.3.6.5 of this Plan.</p> <p>26. The City has adopted an employment lands strategy to evaluate such aspects as long-term employment and land supply, the operation and evolution of the economy and the city’s role in it, job location trends by employment sector, the continuing role of the areas identified as being primarily for employment purposes and other areas in which jobs locate, and other key considerations in the protection of locational opportunities for employment in the City. The Employment Lands Strategy will be reviewed every five years as part of the comprehensive review of this Plan.”</p> | |
| 74 | 3.6.5 Employment | Section 3.6.5 is amended by deleting Policy 5 and replacing it with the following new policy: | |

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| | Area and Enterprise Area | <p>“5. The City will discourage the removal of employment lands for other uses as set out in Section 2.2.2 of this Plan.”</p> | |
| 140 | 3.10 Airports | <p>Amend Section 3.10 by adding a preamble immediately after the main heading as follows:</p> <p>“The City of Ottawa is home to three airports: the Macdonald-Cartier International Airport; Carp Airport; and Rockcliffe Airport.</p> <p>The Ottawa Macdonald-Cartier International Airport is centrally located within the National Capital Greenbelt and, relative to other Canadian airports, enviably situated within 13 km. Of the city’s central business district. As the city’s sole full service commercial aviation airport it operates 24/7 to meet the needs of leisure and business travelers and the service and facility requirements of airlines and cargo carriers. The airport also supports a general aviation function in the north field that serves flight schools, private aviation activity, fixed base operators and businesses requiring access to the airfield system.</p> <p>Airports at Carp and Rockcliffe are primarily used by general aviation. The Carp Airport operates to meet the needs of private aviators, flight schools and fixed base operators while the Rockcliffe Airport operates to support a flight school, private aviation activity and programs related to the Canada Aviation Museum.”</p> | |
| 141 | 3.10.1 Ottawa-Macdonald-Cartier International Airport | <p>Amend Section 3.10.1 by deleting the preamble and replacing it with the following:</p> <p>“The Ottawa Macdonald-Cartier International Airport is a significant economic and employment generator within the National Capital region and an important contributor to Ontario’s economy. The airport links Ottawa to other major Canadian and American cities and serves as the National Capital’s international gateway to the world, offering regular scheduled service to key air transportation hubs in the United Kingdom and Western Europe.</p> | <p>Amend Section 3.10.1 by deleting the preamble and replacing it with the following:</p> <p>“The Ottawa Macdonald-Cartier International Airport is a significant economic and employment generator within the National Capital region and an important contributor to Ontario’s economy. The airport links Ottawa to other major Canadian and American cities and serves as the National Capital’s international gateway to the world, offering regular scheduled service to key air transportation hubs in the United</p> |

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| | | <p>The passenger terminal building, airfield system and surrounding lands within the total 1800 hectare airport premises are operated and managed by the Ottawa Macdonald-Cartier International Airport Authority under a long-term lease with Transport Canada. The Airport Authority is a Non-Share Capital Corporation that manages the airport on a ‘not-for-profit’ basis, re-investing earnings in the improvement of passenger and aircraft facilities and services. For information purposes the lands leased by the Ottawa International Airport Authority are shown on Schedule B.</p> <p>The diversity of aviation and business activity at the airport and on airport lands stabilizes the financial viability of airport operations through economic downturns and shocks to the aviation industry, and directly enhances the airport’s role as a key economic multiplier within the City. The ‘Ottawa Macdonald-Cartier International Airport’ incorporates a wide range of land uses including a passenger terminal building, the airfield system, aviation support facilities, ground transportation infrastructure, government installations, environmental areas and commercial aviation and non-aviation employment sectors.</p> <p>The Ottawa International Airport Authority has prepared a Master Plan for all of the land leased by the Authority. The primary objective of the Airport Master Plan is to provide strategic direction and planning focus for the future development of the airport. The Plan identifies employment areas, airport operational/terminal areas, and environmental areas. Future development of employment uses will require the development of concept plans to:</p> <ul style="list-style-type: none"> · identify the type, density and location of land uses; · establish land use, environmental and design guidelines; · set out an implementation strategy for the proposed development. <p>Ottawa Macdonald-Cartier International Airport is located within the National Capital Greenbelt and the National Interest Land Mass, which is defined as lands essential to the long term functioning and experience of the Capital.”</p> | <p>Kingdom and Western Europe. The passenger terminal building, airfield system and surrounding lands within the total 1800 hectare airport premises are operated and managed by the Ottawa Macdonald-Cartier International Airport Authority under a long-term lease with Transport Canada. The Airport Authority is a Non-Share Capital Corporation that manages the airport on a ‘not-for-profit’ basis, re-investing earnings in the improvement of passenger and aircraft facilities and services. For information purposes the lands leased by the Ottawa International Airport Authority within the urban area are shown on Schedule B.</p> <p>The diversity of aviation and business activity at the airport and on airport lands stabilizes the financial viability of airport operations through economic downturns and shocks to the aviation industry, and directly enhances the airport’s role as a key economic multiplier within the City. The ‘Ottawa Macdonald-Cartier International Airport’ incorporates a wide range of land uses including a passenger terminal building, the airfield system, aviation support facilities, ground transportation infrastructure, government installations, environmental areas and commercial aviation and non-aviation employment sectors.</p> <p>The Ottawa International Airport Authority has prepared a Master Plan for all of the land leased by the Authority. The primary objective of the Airport Master Plan is to provide strategic direction and planning focus for the future development of the airport. The Plan identifies employment areas, airport operational/terminal areas, and environmental areas. Future development of employment uses will require the development of concept plans to:</p> <ul style="list-style-type: none"> · identify the type, density and location of land uses; · establish land use, environmental and design guidelines; · set out an implementation strategy for the proposed development. <p>Ottawa Macdonald-Cartier International Airport is located within the National Capital Greenbelt and the National Interest</p> |

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| | | | Land Mass, which is defined as lands essential to the long term functioning and experience of the Capital.” |
| 142 | 3.10.1 Ottawa- Macdonald- Cartier International Airport | Amend Section 3.10.1 Policy 1a. by adding the words “a broad range of aviation related uses including: a commercial civilian airport; a general aviation aerodrome; air cargo distribution centres;” at the end. | |
| 143 | 3.10.1 Ottawa- Macdonald- Cartier International Airport | <p>Amend Section 3.10.1 by deleting policies 2 and 3 and replacing them with the following:</p> <p>“2. Proposed commercial aviation/ non-aviation, industrial and employment uses, outside of the areas reserved for core aviation functions and environmental protection shall proceed on the basis of more detailed land-use plans prepared by the proponent in consultation with the City, the National Capital Commission and other airport stakeholders. Design guidelines and technical studies will also be required, as appropriate, prior to development. The land-use plans will be prepared in accordance with Figure 2.5.6 of the Official Plan. This is a framework only and specific terms of reference will be developed for each plan to the satisfaction of the City of Ottawa.</p> <p>3. Notwithstanding Policy 2 above, development proposals may be considered on a case- by-case basis in advance of the formulation of concept plans provided:</p> <ul style="list-style-type: none"> a. Site-specific issues and constraints are adequately addressed; b. The uses are consistent with the direction provided in the Ottawa Macdonald-Cartier International Airport Land-Use Plan and the Greenbelt Master Plan. <p>4. For lands leased by the Airport Authority outside the Ottawa Macdonald-Cartier International Airport designation, any change in the designations will require an Official Plan amendment that:</p> | <p>Amend Section 3.10.1 by deleting policies 2 and 3 and replacing them with the following:</p> <p>“2. Proposed commercial aviation/ non-aviation, industrial and employment uses, outside of the areas reserved for core aviation functions and environmental protection shall proceed on the basis of more detailed land-use plans prepared by the proponent in consultation with the City, the National Capital Commission and other airport stakeholders. Design guidelines and technical studies will also be required, as appropriate, prior to development. The land-use plans will be prepared in accordance with the framework established in Figure 2.5.6 of the Official Plan. This is a framework only and specific Specific terms of reference will be developed for each plan to the satisfaction of the City of Ottawa. In turn the City will consult with impacted communities and interest groups as part of its input into the development of the terms of reference for the proposed plans.</p> <p>3. Notwithstanding Policy 2 above, development proposals may be considered on a case- by-case basis in advance of the formulation of concept plans provided:</p> <ul style="list-style-type: none"> a. Site-specific issues and constraints are adequately addressed; b. The uses are consistent with the direction provided in the Ottawa Macdonald-Cartier International Airport Land-Use Plan and the Greenbelt Master Plan. |

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| | | <ul style="list-style-type: none"> a. Is supported by studies prepared by the Airport Authority in consultation with the City, the National Capital Commission and other airport stakeholders; or b. Implements land-use changes recommended through the NCC Greenbelt Master Plan Review process.” | <p>4. For lands leased by the Airport Authority outside the Ottawa Macdonald-Cartier International Airport designation, any change in the designations will require an Official Plan amendment that:</p> <ul style="list-style-type: none"> a. Is supported by studies prepared by the Airport Authority in consultation with the City, the National Capital Commission and other airport stakeholders; or b. Implements land-use changes recommended through the NCC Greenbelt Master Plan Review process.” |
| 234 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | The heading to Section 4.8.7 is amended by deleting the words ‘Aircraft Noise’ and replacing them with the words ‘Airport and Aircraft Operations’ | |
| 235 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7 is amended by deleting the preamble in its entirety and replacing it with the following new preamble:</p> <p>“The Ottawa Macdonald-Cartier International Airport (OMCIA) contributes considerably to the economic well-being of the National Capital Region by providing a full-service, commercial aviation passenger terminal and airfield system for the benefit of area residents and local businesses alike. Part and parcel of the OMCIA’s operational and business success is its ability to accommodate passenger aircraft and air cargo carriers 24 hours a day, seven days a week. It is therefore paramount that the economic viability of the Ottawa’s international airport be protected from incompatible development.</p> <p>At the same time, new communities must be planned and then built so that residential and noise-sensitive land uses are protected from the adverse effects of aircraft noise and also developed in compliance with federal aerodrome standards or applicable airport zoning regulations, whichever case applies. Key to developing safe and healthy communities in the vicinity of the airport is therefore planning for land uses that are compatible with and protect the long-term operation and economic role of the OMCIA. Protection of airport from incompatible land uses and activities is achieved by:</p> | |

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| | | <ul style="list-style-type: none"> • Prohibiting new residential development and other noise sensitive uses above the 30 Noise Exposure Forecast (NEF)/ Noise Exposure Projection (NEP) contours; • Imposing building standards on residential and other noise sensitive development between the 25 NEF/NEP and 30 NEF/NEP contours to reduce the impact of aircraft noise indoors; • Ensuring building heights and natural vegetation respect airport obstacle limitation surfaces as established by federal aerodrome standards or airport zoning regulations, whichever case applies; • Developing land uses and managing activities in a manner that reduces the attractiveness of these to bird species and populations that are hazardous to aircraft operations; • Restricting land uses, activities and the use of building materials that interfere with the performance of navigation aids and telecommunication; and • Developing land uses and managing activities in a manner that will not increase wildlife presence and elevate risks to aviation operations. <p>Ottawa Macdonald-Cartier International Airport Operational Conditions: Aviation related resource materials relied upon by Transport Canada and Airport Authorities across Canada to identify areas around airports that require protection include noise contours, Airport Zoning Regulations, the Ministry of Environment Noise Assessment Criteria in Land Use Planning LU-131, and two federal publications referred to as TP 312 titled Aerodrome Standards and Recommended Practices and TP 1247 titled Land Use in the Vicinity of Airports.</p> <p>For the OMCIA, the 2013 NEF contours, the 2023 NEP contours and the Ottawa Airport Zoning Regulations have been used in this Plan to identify two zones around the airport that are affected by aviation operations: the ‘Airport Operating Influence Zone’ (AIOZ); and the ‘Airport Vicinity Development Zone’ (AVDZ).</p> | |

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| | | <p>The impacts of airport operations on land use typically result in two categories of constraints on development: aircraft noise; and Airport Zoning Regulations. A third and more recent category is wildlife management the focus of which is to reduce risks to airport activity as a result of wildlife movement in areas peripheral to the airfield system.</p> <p>a) Aircraft Noise</p> <p>The types of land uses that are compatible with noise levels in the vicinity of the airport are determined through reference to federal guidelines (TP 1247) based on the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) system. This system uses noise contours to graphically display the expected level of annoyance within specific areas around airports. The OMCIA’s NEF and NEP contours were revised in 2005 to reflect current airport operations and project the impact of aircraft noise associated with future conditions and volumes of air traffic. These are as illustrated on the 2013 NEF map and the 2023 NEP map prepared by the Ottawa Macdonald-Cartier International Airport Authority. The 30 NEF/NEP and the 25 NEF/NEP contours are used to identify the limits of two areas where land uses are either restricted, as in the former case, or subject to development constraints due to aircraft noise, as in the latter case. The more restrictive of either the NEF or the NEP is generally used to define the limit of each affected area.</p> <p>Noise-sensitive land uses are considered housing, institutional uses and public facilities. Specific examples include, but are not limited to, retirement homes, campgrounds, hospitals, places of worship, schools, day care facilities, long-term care facilities, libraries, auditoriums and community centres. Hotels and motels are also noise-sensitive land uses, but they are treated differently from other such uses because they benefit from convenient access to the airport and the impact of noise on people is reduced by the short duration of most visits.</p> <p><u>i. Airport Operating Influence Zone</u></p> | |

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| | | <p>The boundary of the Ottawa ‘Airport Operating Influence Zone’ (AIOZ) is based on the most restrictive of either the 30 NEF and NEP contours (the 30 NEF and NEP noise composite line). Within this area, residential and noise sensitive development is not permitted. Notwithstanding, very limited residential infill and redevelopment may occur when strictly in keeping with the policies established below.</p> <p>The border delimiting the Ottawa Airport Operating Influence Zone, as shown on Schedule K, has been drawn to coincide with physical features such as roads, creeks, rail lines, and lot lines where possible. The identified boundary of the zone is not subject to interpretation and its precise location should be read from a map at a scale of 1:50 000 available from the City of Ottawa and the Ottawa International Airport Authority.</p> <p>The Ottawa Airport Operating Influence Zone also captures lands that are subject to the Ottawa Airport Zoning Regulations (OAZRs). Both noise-sensitive and non noise-sensitive uses are required to comply with the provisions of the OAZRs in effect under the federal <i>Aeronautics Act</i>.</p> <p><u>ii. Airport Vicinity Development Zone</u></p> <p>The boundary of the Airport Vicinity Development Zone (AVDZ) is based on the more restrictive of either the 25 NEF and NEP contours (the 25 noise composite line) as well as the ‘Outer Limitation’ and ‘Bird Hazard Zone’ boundaries as defined by the Ottawa Airport Zoning Regulations.</p> <p>The boundary of the AVDZ has been drawn to coincide with physical features such as roads, creeks, rail lines, and lot lines where possible, as shown on Schedule K, and is not subject to interpretation. The lands within the ‘Airport Vicinity Development Zone’ are constrained by the Ottawa Airport Zoning Regulations and impacted by aircraft noise within the area defined by the 25 noise composite line and the AOIZ.</p> <p>Annex 10 shows the boundaries of the 25 NEF and NEP</p> | |

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| | | <p>composite line and the Ottawa Airport Zoning Regulations, and illustrates how the two combine to make up the boundary of the Airport Vicinity Development Zone. Noise-sensitive uses are permitted between the 25 NEF/NEP noise composite line and the boundary of the Ottawa Airport Operating Influence Zone provided the noise is attenuated. Where residential and noise sensitive uses are proposed these are subject to the preparation of a Noise Control Detailed Study and implementation of the noise study recommendations that result. In the case of residential subdivision development the Prescribed Measures to Address Aircraft Noise, as amended from time to time, will apply. Noise-sensitive uses are permitted outside the boundary of the 25 NEF/NEP composite without attenuation, although the Ottawa Airport Zoning Regulations may apply.</p> <p>b) Airport Zoning Regulations The Airport Zoning Regulations apply to all lands, including public road allowances adjacent or in the vicinity of the airport. They are comprised of four categories of restrictive clauses relating to building heights, interference with communication, natural growth and bird hazard. The regulations are the means through which to:</p> <ul style="list-style-type: none"> i) limit the height of new buildings, structures and objects, including natural growth; ii) prohibit within the Outer Limitation Surface, electronic interference with any signal or communication to or from an aircraft or any facility used to provide services to aeronautics; and iii) restrict land uses and activities which attract birds that create a hazard to aviation activity. <p>The Airport Zoning Regulations also apply to lands outside of the ‘Airport Vicinity Development Zone’ where these lay within the runway approach surfaces. Mapping is available from the Ottawa International Airport Authority to determine the precise location of affected areas. Development within those areas will be subject to the building height provisions of the regulations.</p> | |

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| | | <p>Annex 10 shows the boundaries of the ‘Airport Operating Influence Zone’ and the ‘Airport Vicinity Development Zone’.</p> <p>c) Wildlife Management New Canadian Aviation Regulations in effect since December 2006 outlines requirements for ‘Airport Wildlife Planning and Management’. The OMCIAA has accordingly prepared and implements a Wildlife Management Plan the purpose of which is to establish a management strategy for both lands on and in the vicinity of the airport. Key to the success of the Plan’s program of actions is habitat management. The OMCIAA monitors wildlife movement and proposed land uses, municipal infrastructure projects and activities that could result in the creation or enhancement of habitat and by extension risk to aviation operations. Mapping is available from the Ottawa International Airport Authority to determine the general location of affected areas.</p> <p><u>General Aviation</u> General aviation airfields at the OMCIAA, Carp, and Rockcliffe also contribute to economic development within the City by providing facilities that accommodate private aviation activity, flight schools and aviation related businesses. The business health of general aviation at OMCIAA, Carp and Rockcliffe airports will also be protected from incompatible development.”</p> | |
| 236 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7, Policy 2 is amended by:</p> <ol style="list-style-type: none"> 1. deleting the word ‘detailed’ before the words ‘<i>noise control study</i>’ in the first and second sentences. | |
| 237 | 4.8.7 Land-Use Constraints Due to Aircraft | <p>Section 4.8.7, Policy 3 is amended by:</p> <ol style="list-style-type: none"> 1. deleting the words ‘designated on Schedule K, no development | |

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| | Noise | of; and 2. inserting the word ‘new’ before and the word ‘development’ after the word ‘residential’; and deleting the words ‘permitted above 35 NEP contour’ and replacing them with the word ‘prohibited’ | |
| 238 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | Section 4.8.7, Policy 4 is amended by: 1. deleting the first sentence in its entirety and replacing it with the following: “Notwithstanding policy 3, exceptions may be considered to permit limited development under the following circumstances:” 2. deleting from Policy 4b the word ‘new’. | |
| 239 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | Section 4.8.7 is amended by deleting Policy 5 in its entirety and replacing it with the following new policy: “5. Further to policy 4, redevelopment of existing residential and other noise-sensitive land uses and infilling of residential uses will only be permitted if the following conditions are met: a. Infill development: i. is minor in nature and the new lot(s) is created by severance; ii. does not require a plan of subdivision to ensure proper and orderly development as intended by Section 53(1) of the <i>Planning Act</i> ; iii. fronts on an existing public road; iv. meets the requirements of the Zoning By-law and all the provisions of this Plan; v. does not require a Zoning By-law amendment to create the lot(s); and vi. is not at or within the 35 NEF/ NEP contour. b. Redevelopment of existing residential and other noise-sensitive uses: i. the land fronts a public road that is maintained | |

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| | | <p>year-round;</p> <ul style="list-style-type: none"> ii. the land is an existing lot that was created under the <i>Planning Act</i> prior to May 14, 2003; iii. the use is permitted in the Zoning By-law and is in accordance with all the provisions of this Plan; iv. a change to the zoning by-law is not required; and v. the development or use is not at or within the 35 NEF/ NEP contour.” <p>This policy is not to be interpreted so as to require a change in the provisions of the zoning by-law for 4120A-L Riverside Drive in effect on May 14,2003. [Mod 55]</p> | |
| 240 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7, Policy 6 is amended by:</p> <ul style="list-style-type: none"> 1. deleting the word ‘4’ and replacing it with the word ‘3’ in the first sentence so that the policy to which it refers is ‘policy 3’; and 2. deleting the word ‘control’ and replacing it with the word ‘impact’ before the word ‘study’ in the first sentence so that the study to which it refers is a ‘noise impact study’; and 3. deleting the word ‘new’ from before the words ‘residential uses’ in the first sentence. | |
| 241 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7, Policy 7 is amended by deleting the second sentence in its entirety and replacing it with the following:</p> <p>“Subdivision, part lot control, site plan control and consent applications for residential and noise-sensitive uses require either:”</p> | |
| 242 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7, Policy 8 is amended by:</p> <ul style="list-style-type: none"> 2. deleting the words ‘will comply with’ and replacing them with the words ‘in the vicinity of the Ottawa International Airport will comply with’ in the first sentence; and 3. deleting the words ‘regarding the location and height limits of objects in the vicinity of the airport’ from the end of the first | |

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| | | sentence. | |
| 243 | 4.8.7 Land-Use Constraints Due to Aircraft Noise | <p>Section 4.8.7 is amended by deleting Policies 9 and 10 and the heading ‘<i>Aircraft Noise – Carp and Rockcliffe Airports</i>’ and replacing them with the following policies and heading :</p> <p>“9. Proposed land uses, municipal infrastructure projects and activities in the vicinity of the Ottawa International Airport will be reviewed against the OMCIAA’s Wildlife Management Plan. Development conditions and best practices may be required to reduce the risk of wildlife conflict with airport operations.</p> <p><u>Operational Conditions - Carp and Rockcliffe Airports</u></p> <p>10. Carp and Rockcliffe Airports are shown on Schedule K. Proposed development in the vicinity of Carp and Rockcliffe airports will comply with TP 312 titled Aerodrome Standards and Recommended Practices affecting building heights.”</p> | |
| 270 | 6.0 Schedule R8 | <p>Schedule B, Urban Policy Plan, is hereby amended as follows:</p> <ol style="list-style-type: none"> 1. [sub item to another hearing],, 2. by adding to Schedule B the boundary of the lands leased by the Ottawa International Airport Authority as shown on Schedule R8 to this amendment, 3. [sub item to another hearing],, 4. [sub item to another hearing],, 5. [sub item to another hearing], 6. [sub item to another hearing], 7. [sub item to another hearing], 8. [sub item to another hearing], 9. [sub item to another hearing], 10. [sub item to another hearing], 11. [sub item to another hearing], 12. [sub item to another hearing], 13. [sub item to another hearing], 14. [sub item to another hearing], | |

| Item | Section | OPA 76 as Modified and Approved by the Ministry | City Recommendation |
|------|---------------------------|---|---------------------|
| | | 15. [sub item to another hearing], | |
| 274 | 6.0 Schedules R3 and R12 | <p>Schedule K, Environmental Constraints, is hereby amended as follows:</p> <ol style="list-style-type: none"> 1. [sub item to another hearing], 2. [sub item to another hearing], 3. by designating the lands shown on Schedule R3 to this amendment as ‘Organic Soils’, 4. by indicating on Schedule K the Carp and Rockcliffe Airports as shown on Schedule R3 to this amendment, 5. by indicating on Schedule K the Landform Features which are new and by relocating those existing Landform Features as shown on Schedule R3 to this amendment, 6. by indicating on Schedule K those areas shown as a ‘Provincially Significant Earth Science Area of Natural and Scientific Interest’ on Schedule R3 to this amendment, 7. by expanding the ‘Airport Vicinity Development Zone’ as shown on Schedule R12 to this amendment, 8. [sub item to another hearing], 9. [sub item to another hearing],, 10. [sub item to another hearing],. | |
| 276 | 6.0 Schedule D | Schedule D, Primary Transit Network, is hereby deleted and replaced with a new Schedule D, Rapid Transit Network, attached to this amendment. | |