



## Section 4. City-Wide Policies



Photos by: City of Ottawa





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### 4.1 Mobility

Land use and transportation are fundamentally connected. Planning for transportation looks beyond moving people and goods, to also guide city-building objectives such as growth management and economic development.

Transportation policy in this Plan also reflects Council's commitment towards more equitable, safe and healthy communities and climate change action. The City will rely primarily on space- and cost-efficient modes of transportation to accommodate the projected population growth and intensification targets of this Plan. As a result, the City will take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation. The City is also committed to a Safe Systems Approach that reduces the frequency and severity of collisions for all road users.

Through this Plan and the Transportation Master Plan (TMP) and associated Plans, the City shall manage and improve the transportation network to support healthy, complete neighbourhoods and expand the extent of the city where it is possible to live a car-light and car-free lifestyle.

#### 4.1.1 Provide mobility options to safely and equitably navigate the city



1) In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.

### WHAT WE WANT TO ACHIEVE

- 1) Provide mobility options to safely and equitably navigate the city
- 2) Promote healthy 15-minute neighbourhoods
- 3) Support growth management and a greener and more resilient city
- 4) Support the shift towards sustainable modes of transportation
- 5) Ensure new mobility solutions to facilitate seamless, multi-modal travel
- 6) Guide the inter-urban flow of people and goods
- 7) Protect and invest in rights of way



2) Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.

3) The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:

- a) An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or
- b) A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;
- c) The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and
- d) When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.

4) Streets and roads in the following transects and designations shall generally function as outlined in Table 4:

**Exhibit 18: Road Classification and Function by Transect**

Transect / Planning Framework	Downtown Core & Inner Urban	Outer Urban & Suburban			Greenbelt & Rural	
	All Areas	Town Centre, Hubs, Corridors	Overlays <sup>2</sup>	All Other Areas	Villages	All Other Areas
<b>Provincial + City Highway</b>	Flow	Flow	Flow	Flow	Flow	Flow
<b>Federally Owned Roads<sup>1</sup></b>	Access or Flow	Flow	Flow	Flow	Flow	Flow
<b>Arterial</b>	Access or Flow	Access or Flow	Access or Flow	Flow	Access or Flow	Flow
<b>Major Collector</b>	Access or Flow	Access or Flow	Access or Flow	Access or Flow	Access or Flow	Flow
<b>Collector</b>	Access	Access	Access	Access	Access	Flow
<b>Local</b>	Access	Access	Access	Access	Access	Access
<b>Lane</b>	Access	Access	Access	Access	Access	Access

[Amendment 5, By-law 2023-403, Omnibus 1 item 6, September 13, 2023]

- 5) New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.
- 6) The City may acquire property in proximity to existing neighbourhoods or planned transit stations, or other locations where barriers may exist as identified in the TMP and associated plans, or approved planning studies, for the purpose of providing more direct access for active transportation modes.
- 7) The City shall continue to levy and collect development charges to fund the growth-related component of active transportation connections and transit, including bridges across major barriers.
- 8) The City shall seek to create networks of complete and healthy streets as opportunities arise through the construction or reconstruction of transportation facilities, such as roadways, bridges and transit stations as part of other capital projects and through the approval of development.

#### 4.1.2 Promote healthy 15-minute neighbourhoods



- 1) In general, this Plan equates a walking time of:
  - a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
  - b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network;and
  - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.
- 2) Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:
  - a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and
  - b) 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.
- 3) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:
  - a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
  - b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and
  - c) Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and
  - d) New and reconstructed local residential streets shall be designed to low operating speed; and
  - e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving Neighborhood overlay. [Amendment 5, By-law 2023-403, Omnibus 1 items 1 and 7, September 13, 2023]



- 4) Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.
- 5) Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.
- 6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.
- 7) Provide safe and convenient cycling routes and facilities, as defined in the TMP and associated plans in Hubs and Corridors and within 1.9 kilometre radius or 2.5 kilometre cycling distance, whichever is greatest, to existing or planned rapid transit stations, frequent street transit stops and street transit stops on the Transit Priority network.
- 8) In addition to Subsection 4.1.2, Policy 6), pedestrian and cycling facilities and traffic calming measures shall be required or upgraded as part of development where identified in the TMP and associated plans, the Road Safety Action Plan or other approved City documents.
- 9) Proponents of development shall provide an adequate number of bicycle parking facilities as follows:
  - a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
  - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.
- 10) The TMP and associated plans enact policies to protect on-road and off-road corridors for the provision of cycling facilities, including space to provide sufficient separation from motor vehicles as well as sufficient space to accommodate the separation of movements within signalized intersections to create safe and convenient facilities.
- 11) The City shall require the provision of pedestrian and cycling facilities through new development, road construction, road reconstruction, and in transportation infrastructure renewal projects, in a manner consistent with the Safe Systems Approach and as outlined in the following table: [Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024]

Street Type	Sidewalks	Cycling Facilities	Multi-use Pathways
<b>Arterials, Major Collectors, and Collectors (Urban Areas &amp; Villages)</b>	Both sides	Generally, unidirectional on both sides or bidirectional on one side in limited circumstances	Allowed within Greenbelt Transect and may be considered in specific situations in other Transects as outlined by the

Transportation  
Master Plan Multi-  
Use Pathway Policy

<b>New Local Streets (Downtown Core &amp; Inner Urban Transects)</b>	Both sides	As identified by schedules, plans, studies, or road designs as listed in Subsection 4.1.2, Policy 12) below.
<b>New Local Streets (Outer Urban, Suburban Transects, &amp; Villages)</b>	At least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas	As identified by schedules, plans, studies, or road designs as listed in Subsection 4.1.2, Policy 12) below.
<b>Existing Local Streets (Urban Areas &amp; Villages)</b>	Pursue through reconstruction where possible and affordable, prioritizing safety for pedestrians and cyclists over vehicular capacity	As identified by schedules, plans, studies, or road designs as listed in Subsection 4.1.2, Policy 12) below.

**Notes:**

**In the case of Mainstreet and Minor Corridors with narrow rights of way, additional consideration shall be given to the provision of on-street parking to support small business, while balancing the need for pedestrian and cycling supportive infrastructure.**

**Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and crossrides. The City may consider limiting crossrides where connectivity is not required or where safe cycling crossings can be provided in another way;**

[Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024]

12) In addition to Policy 11) above, the City shall require pedestrian and cycling facilities in all Transects including the Rural Transect as identified on Schedules C3 and C8, the Transportation Master Plan, Local



Plans (and supporting transportation studies), Community Design Plans, area traffic management plans, or other Council-approved policies, plans, design guidelines, and standards. [Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024]

13) The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Table 5) above.

[Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024]

14) The City may augment or modify the Active Transportation Network to provide similar or better levels of service, without an amendment to this Plan.

15) The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for intensification and new growth in the Urban Greenfield Area [Amendment 34, By-law 2024-506, Omnibus 2 item 10, November 13, 2024] will be improved through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.

16) Development integrated or directly connected to rapid transit stations or transit stops should consider ways to provide public access through buildings during all transit operational times with high-quality linkages to sidewalks on nearby streets. The City will consider, at its discretion, cost sharing agreements with the private sector.

17) Require that the timing and phasing of:

- a) New subdivisions are coordinated with the timing and provision of transit service. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may require early service agreements with development proponents to implement the transit service improvements, ahead of its City-scheduled implementation, to coincide with early stages of occupancy; and
- b) Major development in the Downtown Core and Inner Urban transects, and along Mainstreets in the Outer Urban and Suburban transects, is linked to financial or other measures that will ensure the provision of additional transit service frequency and, if needed, capacity as a priority means of addressing mobility needs and impacts

18) The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood, with the potential for transit routes to be spaced such that 95 per

cent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.

19) The City shall provide park-and-ride facilities to enhance access to rapid transit at select stations and other appropriate sites, as identified in the TMP and associated plans. Park-and-ride facilities shall incorporate active transportation connections and infrastructure to facilitate walking and cycling to transit stations.

20) The City may consider the conversion of all or part of park-and-ride facilities to transit supportive development where:

- a) Park-and-ride lots are located in Hubs and or on Corridors; and
- b) The development is expected to result in more people using transit compared to the ridership generated by the park-and-ride lot considered for conversion.

21) Development within the Development Zone of Influence, as shown in Annex 2, shall protect land for rapid transit stations and corridors identified in environmental assessments. Land within and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and related facilities including maintenance access and active transportation corridors. Plan of Subdivision and Site Plan Control applications within the Development Zone of Influence for existing and future rapid transit stations and corridors are must include an O-Train Network Proximity Study.

22) The City shall require new development on land adjacent to all Transportation and Infrastructure Corridors and facilities shown on Schedules C2, C9 and C10 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the Transportation and Infrastructure and facilities. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]

a) The FCM-RAC Guidelines for New Development or its successor shall apply where Transportation and Infrastructure Corridors or segments thereof fall within any of the following categories:

[OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]

- i) Corridors used for freight.
- ii) Corridors used for both freight and urban transit.
- iii) Corridors where there is a reasonable prospect of rail freight operations resuming.

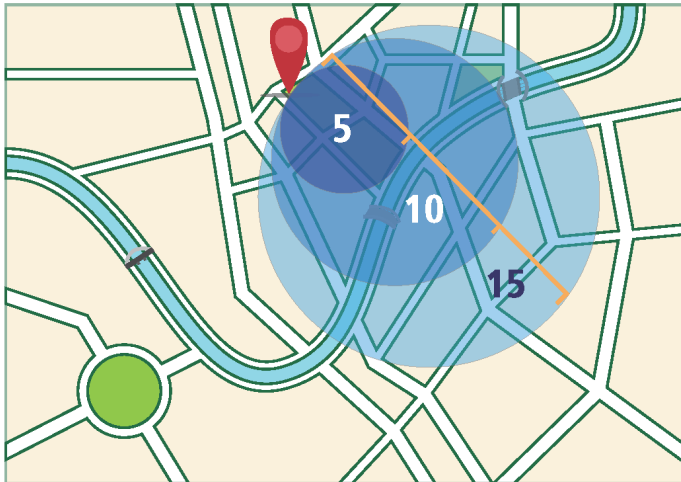
b) For Transportation and Infrastructure Corridors or segments thereof that fall within the following categories, development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense: [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]

- i) Corridors that do not carry freight. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]
- ii) Corridors where there is no reasonable prospect of rail freight operations resuming.

c) The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding and will remain consistent with the Transportation Master Plan.



**Figure 11**



## Walking Distance

Radius Distance (metre)	Network Distance (metre)	Walking Time (minute)
300	400	5
600	800	10
900	1200	15

### 4.1.3 Support growth management and a greener and more resilient city



- 1) The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.
- 2) The City recognizes that the parkway network is a multi-modal corridor, primarily developed by the National Capital Commission, that contributes significantly to the urban greenspace network while providing access to major capital and civic destinations.
- 3) The City recognizes the role of Ottawa Road 174 as an important commuting corridor that has limited access. Therefore, new accesses from individual properties along this roadway will generally not be permitted, particularly when shared or joint access, or alternative road access points are possible. In the long term, public streets and private driveways that currently access Ottawa Road 174 may be subject to consolidation or relocation of access points if roadway modifications or development of affected properties occurs at some future date. In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the *Public Transportation and Highway Improvement Act* (PTHIA) will also be subject to MTO approval. Direct access will be discouraged and often prohibited.
- 4) The street and road network shall be developed as identified on Schedules C4, C5, C9 and C10 and in approved local plans and Environmental Assessments.
- 5) An amendment to this Plan is required when an Arterial or City Highway is added to Schedules C4, C5, C7 and C8, but not when either is deleted. An amendment to this Plan shall not be required to add or delete Collectors or Major collectors.



6) New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

7) Where access is granted to private land from the public right of way during development and construction activity, the City shall require protection or reinstatement of all public elements in the right of way, including street trees, pedestrian and cycling facilities, on-street parking and any Low Impact Development stormwater features. Where protection is not possible, the City will require reinstatement. During construction, in the Downtown Core and Inner Urban transects, a parallel sidewalk or pedestrian passage should be provided on the same side of the street as the site of construction. In other transect areas, best efforts shall be made to provide continuous pedestrian passage on the side of the street or road impacted by construction, and on the opposite side of the street in any case.

8) The City shall support wildlife crossings where:

- a) City highways and arterials cross through the natural heritage system; or
- b) Studies have identified an elevated risk of hazardous wildlife collisions or elevated mortality of species at risk.

#### **4.1.4 Support the shift towards sustainable modes of transportation**



1) Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.

2) The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
- d) Other areas determined by Council.

3) The City shall review requirements, permissions and minimum dimensions for vehicle parking in enclosed spaces and on small lots that cannot reasonably accommodate surface parking and loading and lay-by areas, without unduly compromising site functionality or with the land-use context or the public realm.

4) The Zoning By-law may determine minimum electric vehicle equipment requirements where private parking is provided for larger-scale mixed-use, mid-rise and high-rise residential, office and industrial developments.



- 5) On-street parking, particularly along Corridors and in Neighbourhoods, shall not compromise the provision of safe and convenient infrastructure for people who walk, cycle and use transit.
- 6) Parts of the street and road network may be repurposed and dedicated, on a permanent or temporary basis, to certain modes of transportation, uses of land or streetscaping if it contributes to the implementation of transportation and land-use objectives of this Plan, including improving safety for the most vulnerable road users. These include:
- a) Roadway lanes for transit vehicles and or high-occupancy vehicle lanes;
  - b) Space for pedestrian or cycling facilities;
  - c) Traffic calming measures;
  - d) Street trees or Low Impact Development stormwater features; and
  - e) Elements that support community interaction, rest, play, greenery and creative and cultural expression, including the concept of woonerven as referenced in City guidelines.
- 7) Further to Subsection 4.1.4, Policy 6) above, the City may also consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as:
- a) Pickup and drop off areas or loading zones;
  - b) Taxi and ride share spaces;
  - c) Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging and micro-mobility devices such as e-scooters;
  - d) Space for food truck stands;
  - e) vending spaces and street-side patios;
  - f) Dedicated on-street parking for residents, visitors and local businesses;
  - g) Government and diplomatic purposes by permit or permission; and
  - h) Transit or emergency services.
- 8) Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan.
- 9) Publicly accessible off-street parking that serves several sites may be permitted in Neighbourhoods where it reduces or replaces, at a local scale, the need to provide on-site parking.
- 10) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
- a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
  - b) Including other uses along the street, at grade, to support pedestrian movement;
  - c) Providing landscaping, art, murals or decorative street treatments;
  - d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
  - e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.
- 11) Surface parking lots should be designed to meet all of the following:

- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and
- b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and
- c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
- d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and
- e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and
- f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

#### 4.1.5 Ensure new mobility solutions facilitate seamless, multi-modal travel

- 1) The City shall ensure that new mobility options meet the goals of this Plan and aim to facilitate seamless, multi-modal travel, through the following policies:
  - a) The City shall allow and support new mobility solutions insofar as they align with the strategic directions of the Official Plan; and
  - b) In providing, allowing, assessing and regulating new mobility solutions, the City shall:
    - i) Guide how the private sector provides new mobility services through policies and regulations to promote appropriate urban built form and function; and
    - ii) Protect the City's investment in its transit system and ensure that the entire transit network remains a fundamental structuring element of urban growth patterns; and
    - iii) Ensure that new mobility options are consistent and coherent with the City's efforts to establish walkable, 15-minute neighbourhoods, improve equity and inclusion for all residents and visitors; and
    - iv) Encourage new mobility solutions to work seamlessly across jurisdictions.

#### 4.1.6 Guide the inter-urban flow of people and goods



- 1) The City shall foster the inter-city and inter-regional flow of people and goods by continuing to work with the Ville de Gatineau, adjacent municipalities, the Provinces of Ontario and Québec and the federal government to:
  - a) Collaborate in the investigation and protection of potential future crossing(s) of the Ottawa River, or optimization of existing crossings, with the intent of creating new transit links and relocating the interprovincial truck travel away from the Downtown Core; and
  - b) Prohibit development in locations that could hinder the implementation of a potential Ottawa River crossing; and
  - c) Request the protection of space for dedicated rapid transit service across all existing interprovincial bridges and require the protection of space for dedicated rapid transit service in other locations as identified in the TMP and recommended by Environmental Assessment studies; and
  - d) Improve regional transportation through better integration of transit services, including a stronger regional transit network;
  - e) Explore mitigation measures for interprovincial truck travel through the Downtown Core and along Mainstreet Corridors and Minor Corridors; and
  - f) The City shall seek opportunities to enhance active transportation across interprovincial bridges.



- 2) For inter-city ground passenger transportation terminals, the preferred location is directly connected to a rapid transit station in the Downtown Core or Inner Urban transect.
- 3) The City shall evaluate the impacts of proposed changes to provincial highways relative to the strategic directions of the Official Plan. Where proposed changes do not align with the strategic directions of the Official Plan, the City shall work with the Province towards mutually agreeable solutions.
- 4) For grade-separated highway interchanges within the urban area, particularly close to transit stations, the City shall work, in collaboration with the Ontario Ministry of Transportation (MTO) as appropriate, to reduce the overall interchange footprint, provide safe, protected Active Transportation facilities at highway crossings (including across ramps), enhance connectivity and facilities for multi-modal travel and support efficient uses of land and transportation structures that provide the necessary traffic functions while allowing for other uses better aligned with the strategic directions of the Official Plan.
- 5) The City and the MTO will utilize the Environmental Assessment process to address the City's concerns and interests regarding provincial highway infrastructure improvements. Notwithstanding provincial jurisdiction and control as they pertain to the highways and right-of-way, the City will not support further widenings of Highway 417 in the Downtown Core and Inner Urban Transects beyond the works that the MTO has already identified as of the date of the adoption of this Plan. Furthermore, while the City recognizes the benefits of the Rapid Bridge Replacement technique, the City will encourage the MTO to minimize project impacts that result in the permanent removal of buildings and that any residual lands declared surplus to MTO needs be made available for redevelopment.
- 6) This Plan establishes the following goods movement objectives, to be elaborated in the TMP and other associated plans, policies and strategies:
  - a) Ensure that site planning for developments addresses trip-end logistics and impacts on-site and minimizes those impacts on the street;
  - b) Manage curbside space according to land use and transportation context;
  - c) Support the use of smaller, lower-impact, low- or no-emission vehicles and delivery methods, including related land uses such as small urban consolidation centers and stand-alone pickup facilities;
  - d) Reduce the impacts of large delivery vehicles on streets and intersections including consideration for changes to truck routes, vehicle size permission, design standards and time of day restrictions;
  - e) Where truck routes are located on urban streets and in villages, prioritize the comfort of the most vulnerable street users;
  - f) Road and street design shall consider farm vehicles where there is a demonstrated need to travel through villages and any Urban area that provides direct access to agricultural land and the Greenbelt; and
  - g) Preserve strategic locations for distribution centres with access to major highways, the airport, railroads and the arterial road network.

#### 4.1.7 Protect and invest in rights of way



- 1) Under the provisions of the *Planning Act*, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.
- 2) The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.
- 3) Protected Transportation Corridors identified in this Plan, including in Schedule C2, C9, C10 the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]
- 4) The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. This may involve equal or unequal road widenings, and the use of easements for streets, to fulfil the requirement for additional land for measures such as corner triangles and auxiliary lanes at intersections, active transportation facilities, transit corridors, transit stops, utilities and related infrastructure, railway crossings, intersections or roundabouts.
- 5) In Design Priority Areas, the widening of rights-of-way shall be used to prioritize public realm improvements, including widened sidewalks, cycling facilities, bicycle parking, street trees and street furniture, with consideration to accommodate utilities, where the entire length necessary for the roadway improvement is not acquired.
- 6) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, as they become available, for uses such as future transportation, utility or electrical generation facilities and transmission systems or interim recreational opportunities. Schedules C2 – Transit Network Ultimate, C9 – Rural Road Network, and C10 – Road Network – Select Villages identifies these as Transportation and Infrastructure Corridors. [OPA 34, By-law 2024-506, Omnibus 2 item 62, November 13, 2024 - Appeal OLT-24-001230]
- 7) The City may permit interim uses of land in road and rail rights of way and utility corridors if they are consistent with the objectives of this Plan, such as active transportation, recreational and agricultural uses. Future transportation or utility uses will have priority over any interim use, with considerations for the continuation of interim uses wherever possible.
- 8) The City shall not close, sell or dispose of unopened road allowances, lanes or roads that have potential, in the short- or long-term, for use as a roadway, transit or utility corridor, pedestrian or cyclist link, alternative access to property or public access to the shore of a water body except, in the case of lanes, as provided by the Urban Lanes Management Policy, and in all other cases as may be otherwise approved by Council on a case-by-case basis.

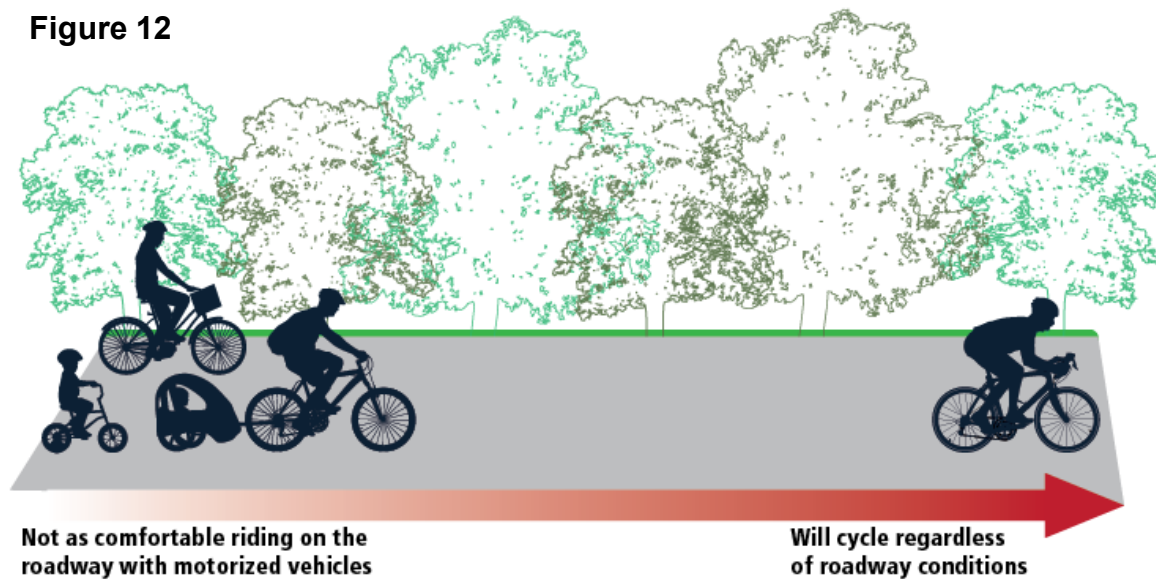


9) The City will not dispose of, sell or open road allowances that would create new legal access to landlocked parcels in core areas of the natural heritage system, except through an Environmental Assessment.

10) When the City closes and sells an unopened road allowance, it may maintain public access for active transportation in the corridor or at alternative locations in the future where such access supports the policies of this Plan.

11) The City may re-establish access and passage on municipally-owned laneways at any time.

**Figure 12**



## 4.2 Housing

Adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Healthy communities include a variety of housing types.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

Affordable housing is defined by the *Provincial Policy Statement* as the least expensive of:

- a) Housing for which a low and moderate-income household pays no more than 30 per cent of the household's gross annual income for home ownership or rental housing, or
- b) A unit for which the rent is at or below the average market rent of a unit in the regional market area. Low to moderate income households are those with incomes in the lowest 60 per cent of the income distribution for the regional market area. In the case of ownership housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution; and in the case of rental housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution for renter households.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

The Official Plan will continue to coordinate with and support the goals of the 10-year Housing and Homelessness Plan and the Long-Term Financial Plan for Housing Services, as amended from time to time. The City will promote the achievement of affordable housing for low and moderate income households and individuals by providing a toolkit of planning incentives and direct supports, including but not limited to: section 37 benefits; density transfer; deferral or waiving of fees and charges;

### WHAT WE WANT TO ACHIEVE

- 1) Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
- 2) Maximize the ability to provide affordable housing throughout the city
- 3) Protect existing rental housing stock and encourage production of more rental units
- 4) Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups
- 5) Implement Inclusionary Zoning



alternative development standards; land; inclusionary zoning; more flexible zoning that allows for a greater number of units within the permitted built form envelope; and application processing priority.

Photo by: City of Ottawa



#### 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city



- 1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
  - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
  - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
  - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
  - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
  - e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.
  
- 2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
  - a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;



- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

### **Definition**

#### **Missing Middle Housing:**

In Ottawa's context and for the purposes of this Plan, missing middle housing generally refers to low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

- 3) Additional Dwelling units as provided for by the *Planning Act*, including coach houses and additional dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes.

the following criteria and limitations apply:

[Amendment 34, By-law 2024-506, Omnibus 2 item 11, November 13, 2024]

- a) On any lot on which the Zoning By-law permits a coach house, an additional dwelling unit is also permitted within the principal dwelling;
  - b) A coach house shall be smaller than the primary home and the Zoning By-law shall set forth the appropriate maximum permitted size;
  - c) The size, floor area, function and occupancy of a dwelling unit in a coach house in the urban area is not intended to exceed that of a typical two-bedroom apartment;
  - d) A coach house may not be severed from the lot accommodating the primary dwelling;
  - e) Applications for Minor Variance / Permissions with respect to coach houses shall have regard for all applicable policies of this Plan, as well as the following considerations:
    - i) The proponent can demonstrate that the privacy of the adjoining properties is maintained;
    - ii) The siting and scale of the coach house does not negatively impact abutting properties; and
    - iii) Distinctive trees and plantings are preserved on the subject property.
  - f) The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area. An application to allow a height of up to two storeys through a minor variance may be considered where the considerations noted in Subsection 4.2.1, Policy 3 e) above can be satisfied.
- 4) A coach house shall only be permitted where the primary dwelling is located on:
    - a) A lot in a Public Service Area and only where public or communal services for both water and wastewater services are currently provided to the main dwelling; or
    - b) A lot that is of sufficient size to support private services and is located in a public service area where services are not currently provided to the main dwelling; including a lot in the Rural area or Village and where:
      - i) The primary dwelling is serviced by a private water and wastewater system and the coach house shall share either the water or wastewater system, or both, with the main dwelling; or

- ii) The primary dwelling is serviced by one public or communal service (water or wastewater) and one private service, and the coach house shall share the public or communal service with the main dwelling.
- 5) The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context. [Amendment 34, By-law 2024-506, Omnibus 2 item 11, November 13, 2024]
- 6) Where the Zoning By-law permits a dwelling, a home-based business shall also be permitted. The provisions of the Zoning By-law shall contain regulations to ensure appropriate integration so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of automobile traffic.

#### 4.2.2 Maximize the ability to provide affordable housing throughout the city

- 1) An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will:
  - a) Seek to maintain a residential rental vacancy rate of at least 3 per cent among all categories of dwelling units and in all survey areas, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report; and
  - b) Strictly controls the diversion of long-term rental housing units and residential land to dedicated short-term rental use, including through online sharing-economy platforms that enable dwelling units to be rented to the travelling public.
- 2) The City will study the potential role that tiny houses and other innovations to improve housing affordability can play in contributing to an affordable housing stock and make any necessary modifications to its land use-controls to facilitate them if necessary.
- 3) The City will consider using available tools under Provincial legislation to discourage or prevent the undue withholding of existing vacant residential units from the housing market.
- 4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability.

#### 4.2.3 Protect existing rental housing stock and support the production of more rental units

- 1) The conversion of rental housing with six or more rental units to condominium ownership or to freehold ownership as a result of applications such as, but not limited to, applications for severance of properties shall not be approved unless:

- a) The rental vacancy rate for units of the same bedroom count and in the same survey zone as the affected rental units has been at or above 3 per cent for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation;
  - b) The current rents of the affected units have been at or above the average market rent for units of the same bedroom count and in the same survey zone for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation; and
- 2) Amendments to the Zoning By-law to reduce the number of permitted apartment dwelling units or rooming units shall not be approved unless there is an equivalent and concurrent zoning amendment nearby to ensure no net loss of apartment or rooming unit potential within the same neighbourhood.
- 3) Where Plans of Condominium and applications under the *Planning Act* would have the effect of removing six or more dwelling units, including rooming units, from the long-term rental market, the City may adopt a framework to provide for affected units to be replaced with a view to maintaining comparable opportunities for affordable rental units.

#### 4.2.4 Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups



- 1) The City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:
- a) Permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:
    - i) Rooming houses;
    - ii) Retirement homes;
    - iii) Residential care facilities;
    - iv) Purpose-built student housing;
    - v) Group homes; and
    - vi) Other long-term housing forms that serve the needs of individuals not forming part of a household.
  - b) Further to Policy a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such housing forms.
- 2) The City recognizes emergency and transitional shelters and transitional supportive housing as a key component of the housing continuum, which shall, through the Zoning By-law:
- a) Permit emergency shelters and transitional shelters as a permitted use in all urban designations and zones;
  - b) Permit emergency shelters and transitional shelters as an accessory or ancillary use to all institutional land uses; and
  - c) Not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such shelter and housing forms.





3) The City may assist non-profit housing providers by including site-specific zoning amendments for such providers' lands as part of periodic omnibus or anomaly zoning amendments.

4) The City will undertake periodic amendments to the Official Plan where necessary or helpful to support the goals of the 10-year Housing and Homelessness Plan as amended from time to time, in matters of land use, infrastructure, transportation and the City's use of its own assets and real estate.

5) The City shall use its own lands to test new models of affordable housing delivery subject to continuity of City operations. No amendment to this Plan will be required for the City to undertake development on a temporary or permanent basis.

#### **4.2.5 Implement Inclusionary Zoning**

1) The City shall, as a priority measure, implement Inclusionary Zoning as provided by Sections 16(4), 16(5) and 35.2 of the *Planning Act* as a mechanism to contribute towards meeting the affordable housing goals identified in the Ten year Housing and Homelessness Plan through a future amendment to this Plan.

### 4.3 Large-scale Institutions and Facilities

Large-scale institutions and facilities such as hospitals, major health care facilities, universities, community colleges, major employers, federal employment campuses, major sports, recreational and cultural facilities are vital contributors to the City and generate economic development and employment. They usually serve the entire city or large parts of it and may draw from beyond the boundaries of Ottawa. They have a regional draw and often occupy large sites in urban areas. As large numbers of people require access, they have the potential to affect traffic significantly if not located near rapid transit stations or along a Mainstreet Corridor with frequent street transit. Some exert a concentrated demand on the transportation, water and wastewater systems that may peak at particular event times, while others operate continuously over a 24-hour period. These facilities can better play their role if they are seamlessly integrated into their surrounding context.

#### WHAT WE WANT TO ACHIEVE

- 1) Ensure large-scale institutions and Facilities are within 400 metres walking distance of rapid transit or along a Mainstreet Corridor with frequent street transit
- 2) Design large-scale institutions and Facilities to coordinate with the existing urban fabric



Photo by: City of Ottawa

#### 4.3.1 Ensure large-scale institutions and facilities are within 400 metres walking distance of rapid transit or along a Mainstreet Corridor with frequent street transit

- 1) Large-scale institutions and facilities are not shown on the schedules of this Plan but shall be permitted within the urban area by amendment to the Zoning By-law within Hub, Mainstreet, Neighbourhood or Special District designations. They shall be within approximately a 400 metres walking distance of a rapid transit station or along a Corridor with frequent street transit.
- 2) For facilities with a sub-regional catchment area, such as major employers, major public facilities like hospitals or stadia, or post-secondary institutions, the preferred location is within a 400 meters walking distance of a rapid transit station, and the City shall work with proponents to provide safe and convenient access by sustainable transportation modes. Where feasible, the City will negotiate agreements to provide direct connections.
- 3) Detention facilities are considered a large-scale institution and facility for the purposes of this Section. They may be permitted subject to an amendment to the Zoning By-law to ensure that the facility has no adverse effects on adjacent land uses and that transportation, water and wastewater servicing requirements are met. All of the following provisions apply:
  - a) Detention facilities are not permitted to locate in a Special District designation or within the Rural Transect;
  - b) Detention facilities must have frontage on a street with frequent transit or be located within a Hub;
  - c) Parkland and public art are not required; and
  - d) Height minimums and maximums of the underlying designation must be met.

#### 4.3.2 Design large-scale institutions and facilities to coordinate with the existing urban fabric

- 1) Development that will establish a new or expand an existing large-scale institution or facility shall be evaluated on the basis of all of the policies below:
  - a) Downtown Core, Inner Urban, Outer Urban or Suburban Transect policies and overlay policies where applicable, shall apply to the built form and site plan;
  - b) Institutions and facilities of this scale are about city-building and shall enhance quality of life for the surrounding neighbourhood and the city as a whole through means such as:
    - i) Providing public parks and privately-owned public spaces, tree planting and enhanced landscaping;
    - ii) Large buildings are recognized as priority locations in support of their rooftop photovoltaic electricity potential to generate local renewable energy while reducing greenhouse gas emissions;
    - iii) Consistent with the City's Public Art Policy, one percent of eligible municipal or public-private partnership construction budgets, including for new large-scale institutions and facilities, shall be for public art commissions. For large-scale institutions and facilities not subject to this requirement, an equivalent contribution to public art commissions will be encouraged; and
    - iv) Heritage assets and natural features shall be identified to be conserved and integrated, where possible.
  - c) Co-locating or providing a mix of land uses at a density that is transit supportive may be required;

- d) Sites shall be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops and from existing public streets. New development shall integrate into and extend throughout its site a street grid pattern from the existing surrounding pattern of public streets and sidewalks. Sites shall be organized to create walkable blocks that support permeability through the site. Where appropriate, the street network may include private internal streets and pathways to provide more connections. All private and new public streets are required to have sidewalks on both sides, and a right of way width that accommodates cycling and trees. Any private street shall have the look and feel of a public street and be equally accessible to the public, other than in exceptional circumstances where fully demonstrated security requirements may entail access control;
- e) A transportation impact assessment and a transportation demand management strategy that demonstrates actions to reduce automobile dependency;
- f) The adequacy of public water, wastewater and stormwater services; and
- g) Service and loading areas should be internalized for facilities over four storeys. For low-rise facilities, the service and loading areas shall be visually screened from the streets, sidewalks and parks and from abutting residential properties through building and site design in accordance with transect and overlay policies.

## WHAT WE WANT TO ACHIEVE

- 1) Identify park priorities within Ottawa's growth areas
- 2) Guide decision-making for future parks
- 3) Provide new parks in the Downtown Core and Inner Urban transects
- 4) Emphasize larger parks in the Outer Urban and Suburban transects
- 5) Prioritize location of new rural parks in Villages
- 6) Design parks that contribute to quality of life and respond to climate change

### 4.4 Parks and Recreation Facilities

Parks are one component of the City's greenspace and are important for our quality of life, active recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase our diverse cultural communities and for creative expression. The Official Plan provides overarching planning policy for parks, while the City's Parks and Recreation Facilities Master Plan is where people will find details on the programming of parks.

The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks. Parks should be of a shape and size that provide appropriate access and visibility and suit the scale and fabric of the surrounding neighbourhood. Neighbourhood design that connects sidewalks and linear corridors featuring multi-use pathways, reallocated space on streets, woonerven, canopy trees and vegetated areas to parks is essential. Parks are distributed throughout a neighbourhood, and across the City, to enable residents to meet recreational needs. The Plan recognizes the importance of engaging with residents in the process of renewing and developing parks.



Photo by: City of Ottawa



Figure 13

# APPROACH TO PARKS AND ACTIVE RECREATION



\*The City provides additional recreation programs and services and the graphic is not meant to present the full range of available parks and recreation

#### 4.4.1 Identify park priorities within Ottawa's growth areas



- 1) The City shall provide parks through the following three mechanisms:
  - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the *Planning Act* and the City's Parkland Dedication By-law or any successor By-law; or
  - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
  - c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.
  
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
  - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
    - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
    - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
    - iii) Be of a usable shape, topography and size that reflects its intended use
    - iv) Meet applicable provincial soil regulations; and
    - v) Meet the minimum standards for drainage, grading and general condition.
  
- 3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the *Planning Act* and the Parkland Dedication By-law.
  
- 4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of this Plan:
  - a) The City shall require the dedication of land for parks in an amount not exceeding 2 per cent of the area of land that is developed or redeveloped for industrial or commercial purposes;
  - b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the *Planning Act* or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
  - c) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site; and
  - d) Where cash-in-lieu is taken, it shall be principally for the acquisition and development of new parkland or the improvement of existing local, park and recreational facilities accessible to the area



being developed. The City's Parkland Dedication By-law or any successor by-law provides for a portion of these funds to be used for park and recreation purposes that are city-wide in scale or to establish areas where one hundred percent of the funds collected will be directed to an account specific to a special administrative area.

5) The Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.

6) Consistent with Subsections 4.8 and 4.9 and Section 7, the following lands and features shall not be considered as part of the parkland dedication, at the discretion of the Department responsible for recreation: Natural Heritage Features as defined by the City's Environmental Impact Study Guidelines, the minimum setback from surface water features, Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas.

7) The City may approve the conversion of a public right of way to designated parkland with a Street or Lane Closing application. The City will identify and consider public rights of ways, vehicular lanes, underused road segments and other vehicular spaces as opportunities for park space. These features may be purchased, used by agreement, expropriated or conveyed to the City as part of development.

8) Council may consider City-owned properties, including those being considered for disposal, as a location to build a new park.

9) The City shall protect public access to existing parks for recreation and programmable use. Public consultation is required where a municipal park is to be sold or changed to another use.

10) The City may identify locations for linear parks. The linear parks are not only used for transportation; but also provide opportunities for lookouts, playgrounds, water features, art installations and places to picnic; these are spaces that encourage both movement and relaxation.

#### 4.4.2 Guide decision-making for future parks



1) A range of park typologies shall be identified in secondary plans and local plans. This does not preclude the City from identifying additional lands for acquisition or dedication.

2) For large development areas, a cost sharing agreement and area parks plan among all landowners may be required to coordinate several developers to collaborate and to allocate parkland dedication to obtain the most optimal park locations for these areas, including assembling one or more larger parks. Where such a park cost sharing agreement is required, the City shall require the submission of a copy of the executed agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium, and as a condition of approval for severance and site plan control applications.

3) Where the Parks and Recreation Facilities Master Plan has identified parkland deficiencies and/or inequities, the City may approve an account where 100 per cent of the cash-in-lieu of parkland collected in that area shall be used to acquire new parkland or improve existing parks and recreation facilities.



#### 4.4.3 Provide new parks in the Downtown Core and Inner Urban transects

1) To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:

- a) An Urban Parks Strategy or similar document shall identify the City's preferred location for parks and recreation facilities where higher-density neighbourhoods exist or are expected;
- b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;
- c) The acquisition of large parks in the Downtown Core and Inner Urban area will be prioritized where opportunities arise, for example as part of the LeBreton development;
- d) The City shall seek opportunities for urban plazas and parkettes that, alongside recreational uses, consider cultural development opportunities such as providing space for performance, exhibitions, commemoration and ceremony; and
- e) The City shall direct that all cash-in-lieu of park land collected through development applications within these transects, as described in Subsection 4.4.1, Policy 4 d) and Subsection 4.4.2, Policy 3), be used for the acquisition of new park land and the improvements to the existing parks within these transects.

#### 4.4.4 Emphasize larger parks in the Outer Urban and Suburban transects

1) For areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban transects, the City has the following preferences:

- a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
- b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
- c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and
- d) For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development. [Amendment 5, By-law 2023-403, Omnibus 1 item 9, September 13, 2023]

#### 4.4.5 Prioritize location of new rural parks in Villages

1) In the Rural Transect, the City will encourage the location of new parks and recreation amenities in the Villages. Development in the Rural area outside of Villages shall contribute via cash-in-lieu of parkland towards parks and recreation amenities in Villages, however the City may consider developing groupings of fields and amenities for tournament locations in the Rural Transect outside of agricultural designated land.



#### 4.4.6 Design parks that contribute to quality of life and respond to climate change

- 1) The design of parks should generally meet each of the following criteria:
  - a) The emphasis on parks will be to provide space for recreational activities;
  - b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;
  - c) Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;
  - d) Some parks in the Downtown Core and Inner Urban Transects shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;
  - e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;
  - f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;
  - g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and
  - h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.
  
- 2) The development of parks which include facilities, such as but not limited to: recreation centres, libraries and/or other buildings, which are strategically located in proximity to higher order transit, shall consider the co-location of housing or other complementary non-park uses above the facility structure where the facility is built on land dedicated as parkland. The City will develop an inter-departmental working group for the successful integration of co-locating parkland facilities with complementary non-park uses at strategic locations. A large recreation facility, such as an arena or a pool or recreation complex, is not considered a Large-scale Institution and Facility, in accordance with Subsection 4.3

## 4.5 Cultural Heritage and Archaeology



Conserving cultural heritage resources and honouring Ottawa's diverse cultural communities forms an integral part of the City's planning and decision-making. Cultural heritage resources include: built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments and other types of sites that are of cultural value to a community. The City uses the power and tools provided by legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act*, to achieve its goal to protect cultural heritage resources. Ottawa's unique and diverse cultural heritage is promoted through leadership, community engagement, partnerships and incentives. The preservation of sites with archeological value provides an important link to our past and offers an opportunity for better understanding of our history, including local Indigenous history related to the Algonquin Anishinabe Nation, on whose unceded territory Ottawa is built, as well as early settlement history leading to the formation of the Nation's Capital.

### WHAT WE WANT TO ACHIEVE

- 1) Conserve properties and areas of cultural heritage value
- 2) Manage built and cultural heritage resources through the development process
- 3) Promote partnerships through leadership, community engagement and incentives
- 4) Conserve sites of archeological value



Photo by: City of Ottawa



#### 4.5.1 Conserve properties, areas and landscapes of cultural heritage value

- 1) Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.
- 2) The Heritage Management Plan will define the vision, policies, tools and strategies to guide the City's heritage conservation program. The Plan will ensure that the City's heritage program is inclusive, reflects best practice and the diversity of heritage resources throughout the city.
- 3) Individual buildings, structures, and sites shall be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act*.
- 4) Groups of buildings and areas of the city shall be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*, as shown on Annex 3.
- 5) The City shall list properties that City Council believes to have cultural heritage value or interest on a Heritage Register under Section 27 of the *Ontario Heritage Act*.
- 6) Potential cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values, including in partnership with the National Capital Commission where appropriate. Significant cultural heritage landscapes will be included on the City's Heritage Register and/or designated under either Part IV or Part V of the *Ontario Heritage Act*.
- 7) The City shall maintain a Heritage Register of properties of cultural heritage value or interest. The Register will include properties that have been designated under Part IV or Part V, or listed under Section 27 of the *Ontario Heritage Act*.
- 8) The owner of built heritage resources will be encouraged to enter into a heritage easement agreement where the City considers additional protection beyond designation desirable due to the location, proposed alteration, and/or the nature of that property.
- 9) The City shall maintain a municipal heritage committee to advise and assist Council on heritage matters under the *Ontario Heritage Act* and on other heritage matters associated with the built environment and cultural heritage landscapes.
- 10) The City shall immediately consider the designation of any resource of cultural heritage value under the *Ontario Heritage Act* if that resource is threatened with demolition.
- 11) The City shall promote equity and inclusivity by recognizing, protecting and honouring sites of cultural heritage value associated with the diverse historical experiences, and prioritizing the identification of underrepresented historic places.
- 12) Because Ottawa has a large and varied geography, the heritage conservation program shall reflect properties in all areas of the city to ensure that the histories of the urban, suburban and rural areas are recognized, honoured and protected.

13) The City may identify areas of cultural heritage value where heritage designation may not be appropriate but that may benefit from design guidelines, interpretive programming or other tools that will assist in the conservation and understanding of these areas.

#### 4.5.2 Manage built and cultural heritage resources through the development process



1) When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.

2) Where development or an application under the *Ontario Heritage Act* is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.

3) Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.

4) Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned heritage [Amendment 34, By-law 2024-506, Omnibus 2 item 12, November 13, 2024] buildings designated by the Federal Heritage Buildings Review Office. Development including or adjacent to, across the street from, or within 30 metres of [Amendment 34, By-law 2024-506, Omnibus 2 item 12, November 13, 2024] these sites shall have regard for their cultural heritage value, as defined in Federal designation documentation and the City may require demonstration that development does not adversely impact these resources.

5) When a development involves the retention of all or part of designated building or structure and its integration into a larger development, the building or structure shall be retained in its original place during the construction process. Where the retention of the resource in situ is determined to pose unacceptable risk to the resource, as determined by an engineer or an architect specialized in heritage conservation, the City may permit the temporary removal of the resource during the construction process followed by its restoration after reinstatement on the original site.

6) If retaining a building or structure designated under the *Ontario Heritage Act* in its original position in place does not support the ongoing conservation of the designated resource, the City may consider relocation provided that:

- a) It is clearly demonstrated within a HIA that retention is not appropriate, or not possible;
- b) The resource is retained on site, but moved to another part of the property for integration into the new development, or, if that is not possible;



c) The resource is relocated to a site appropriate to its cultural heritage value outside the proposed development or property.

7) The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index (FSI) under the Zoning By-law, and will study options to transfer density on sites without specified FSI, subject to:

- a) A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively;
- b) Maintaining an appropriate relationship with respect to scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs; and
- c) Where a density transfer is to take place in the Downtown Core Transect, conformity shall be required with policies regarding building heights and the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.

8) To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.

#### 4.5.3 Promote partnerships through leadership, community engagement and incentives

1) The City shall support its objective to conserve cultural heritage resources and to promote their stewardship and appreciation by:

- a) Exploring opportunities to honour Indigenous culture and history through strategies such as: place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming;
- b) Conducting public awareness campaigns; and
- c) Working with the heritage community, including Heritage Ottawa, and the heritage committees of community associations through a community liaison program.

2) The City may work with faith groups in order to find approaches to the adaptive re-use of their places of worship that shall preserve and honour their cultural heritage value in changing urban, suburban or rural environments.

3) The Property Standards By-law shall be used to prescribe minimum standards for the maintenance of the heritage attributes of an individual property designated under Part IV of the *Ontario Heritage Act* or a property located in a Heritage Conservation District designated under Part V of the *Ontario Heritage Act*.

4) The City shall maintain a watch list of designated properties that are threatened by demolition by neglect. The properties on the list shall be monitored regularly and may be inspected to ensure compliance with the Property Standards By-law and other applicable by-laws.



- 5) The City may enter into registered agreements with the owners of designated properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval. The amount of financial securities shall be based on the costs associated with the conservation of the heritage resource, its rehabilitation and reconstruction.
- 6) The City shall enhance the surroundings of publicly- and privately-owned built heritage resources when undertaking its capital works and maintenance projects. This may be achieved through such means as street improvements, tree planting, underground wiring, and the provision of street furniture, lighting, signage and other streetscape or landscape components, consistent with the heritage character of the area, with reasonable limitations based on the context and scope of work involved.
- 7) The City shall protect, improve and manage City-owned built heritage resources in a manner that achieves or supports the heritage objectives of this Plan and sets an example of leadership in the conservation and stewardship of heritage resources.
- 8) The City shall designate City-owned built heritage resources that meet the criteria under the *Ontario Heritage Act* where appropriate and may prepare conservation plans for their maintenance.
- 9) The City shall consider buying or leasing heritage properties when acquiring buildings for municipal use.
- 10) The City may consider acquisition or expropriation of a cultural heritage resource where the property is threatened and is of cultural heritage value.
- 11) The City shall ensure that development, and/or capital projects proposed by the City, involving or adjacent to properties designated under Part IV or Part V of the *Ontario Heritage Act*, shall maintain the integrity of the heritage property's cultural heritage value and attributes.
- 12) Subject to affordability, the City shall create and maintain financial incentives such as property tax deferral or heritage grant programs to support the rehabilitation and sensitive development of designated heritage properties.

#### **4.5.4 Conserve sites of archaeological value**

- 1) The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.
- 2) The Zoning By-law may include provisions to maintain the integrity of identified significant archaeological resources.
- 3) The Archaeological Resource Potential Mapping Study shows the historic core of the City as having archaeological potential. An archaeological resource assessment will not be required as part of a development application in the Downtown Core Transect, however, upon discovery of any archaeological resource during the course of construction, the site shall be immediately protected from

further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed. [Amendment 5, By-law 2023-403, Omnibus 1 item 10, September 13, 2023]

4) In accordance with provincial regulations, where a marked or unmarked cemetery or burial place is found during any archaeological assessment, or excavation activity, the provisions of the *Cemeteries Act* and associated regulations, and the policies of this Plan shall apply, and the Algonquin Anishinabe Host Nation shall be notified.

5) In addition to Policies 1) through 4) above, the City may prepare a framework regarding the management of archaeological resources in the Downtown Core Transect.

6) In undertaking capital projects, the City shall conserve archaeological resources in accordance with all above policies.

## 4.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. The City's buildings, landscapes, pathways, parks and streets that connect people to places and to each other are the key aspects of urban design, along with the image of the city that is formed by internationally recognizable places and significant views.

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

An Urban Design Framework will be developed to outline the City's urban design program and supporting initiatives. The three Design Priority Area tiers described in the table below sets the expectations for the level of public realm investment, place keeping and excellence in built form, that will contribute to the overall image of Ottawa.

### WHAT WE WANT TO ACHIEVE

- 1) Promote design excellence in Design Priority Areas
- 2) Protect views and enhance Scenic Routes including those associated with national symbols
- 3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle
- 4) Encourage innovative design practices and technologies in site planning and building design
- 5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes
- 6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

**Table 5 – Design Priority Areas**

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	Corridors and Hubs within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts [Amendment 5, By-law 2023-403, Omnibus 1 item 11, September 13, 2023]	Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District
<p><b>Tier 1</b> areas link to Ottawa’s international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites and other significant sites of cultural heritage value.</p>	<p><b>Tier 2</b> areas are of national and regional importance to defining Ottawa’s image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.</p>	<p><b>Tier 3</b> areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification.</p> <p><b>Tier 3 areas</b> also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.</p>

#### 4.6.1 Promote design excellence in Design Priority Areas



1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:

- a) DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies
- b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the



framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

c) Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.

2) The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.

3) Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.

4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and

c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

6) High-impact city building projects are encouraged to locate in Design Priority Areas and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall help define Ottawa's international image, advance tourism and contribute to the long-term competitiveness of the city's economy.

#### **4.6.2 Protect views and enhance Scenic Routes including those associated with national symbols**



1) The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be



extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission's Canada's Capital Views

Protection, or its successor document. The following applies within areas designated on Schedule C6A:

- a) Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A; and
- b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

2) Views of the Parliament Buildings shall be protected from two locations in the Beechwood National Cemetery: The Tommy Douglas Memorial and Poet's Hill, as identified on Schedule C6A. New buildings or structures should be located to complement or enhance the view of these national symbols and shall not visually block the foreground view or visually change the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, planning applications shall not be supported that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. This includes fences, signs and trees and other elements that could obstruct views.

3) Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

4) Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

5) Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:

- a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and
- b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

#### 4.6.3 Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle



- 1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.
- 2) Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
  - a) Fit into their context, providing a meaningful contribution to existing and planned connections;
  - b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
  - c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
  - d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
  - e) Be designed in a coordinated manner with the associated building(s); and
  - f) Bring nature into the built environment, where appropriate.
- 3) Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:
  - a) Function as neighbourhood commercial streets; or
  - b) Border parks or separate two sections of a park; or
  - c) Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or
  - d) Provide an opportunity for neighbourhood placemaking and residential amenity.
- 4) The City will explore partnerships with development proponents, and other groups (such as Business Improvement Associations, other levels of government and community groups) to enhance the public realm through means such as the coordination and development of capital improvements in conjunction with development on adjacent properties as well as the maintenance, management and stewardship of existing or future public spaces.
- 5) Hubs and Special Districts should include comprehensive wayfinding initiatives to provide informative signage and maps at strategic locations including areas in front of significant buildings, transit stops, stations and major intersections.
- 6) Public realm investments to address needs in neighbourhoods identified in Ottawa's Neighbourhood Equity Index as having strong equity concerns, including deficiencies in public realm space, shall be

prioritized in the Public Realm Master Plan and implemented through capital projects and development where possible. Small-scale public realm investments and neighbourhood-wide interventions, such as improvements to streetscapes, may be identified through the initiatives of neighbourhood revitalization programs, public realm studies, secondary planning processes or through other means.

7) To improve the public realm, and to provide greater opportunities for active transportation as well as intensification, burying overhead wiring as part of development, or capital projects will be prioritized within select Design Priority Areas identified through a comprehensive City policy where financially viable or as otherwise directed by Council.

8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

9) Opportunities will be explored to commemorate the culture, history and current interests of the Algonquin Anishinabe Host Nation, Urban First Nations, Inuit and Métis peoples through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

**Figure 14**



#### 4.6.4 Encourage innovative design practices and technologies in site planning and building design

- 1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.
- 2) The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.
- 3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.
- 4) To mitigate health risks associated with air pollution caused by traffic, outdoor children's play areas associated with a child care facility, school or park (excluding sportsfields) should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4. Where no alternatives exist, an opaque screen or a landscape buffer that consists of a contiguous row of shrubs and trees, or a hedge will be required between the play area and the street.

#### 4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- 2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

#### 4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
  - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

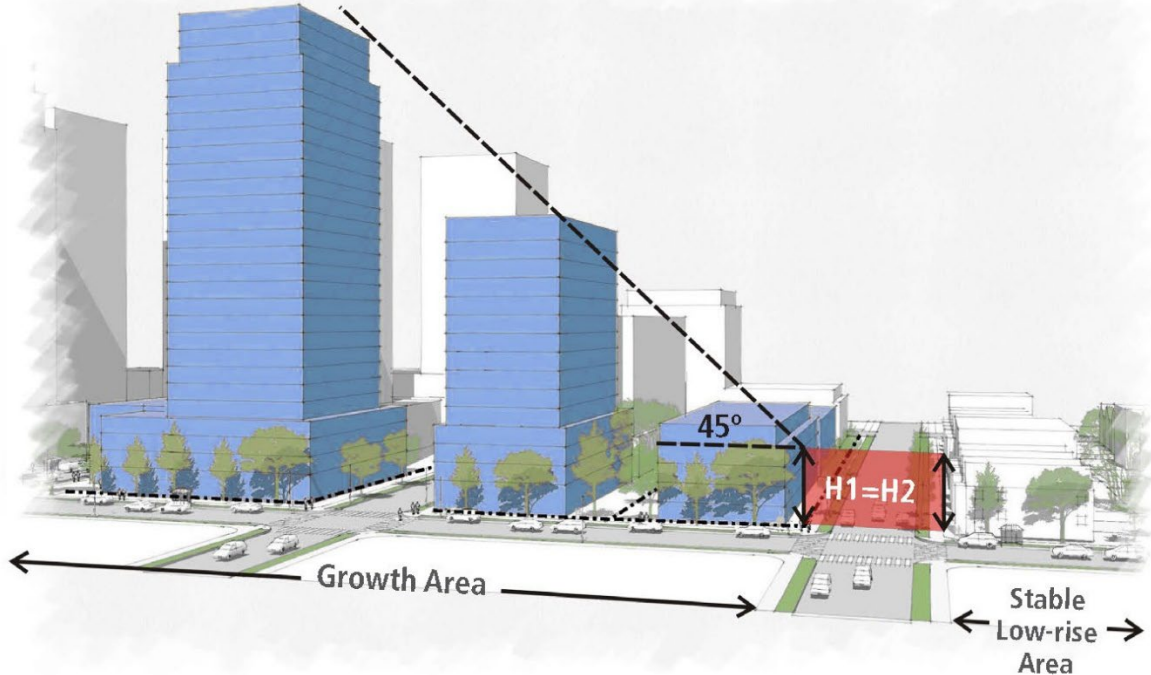
3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.



**Figure 15**



5) Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

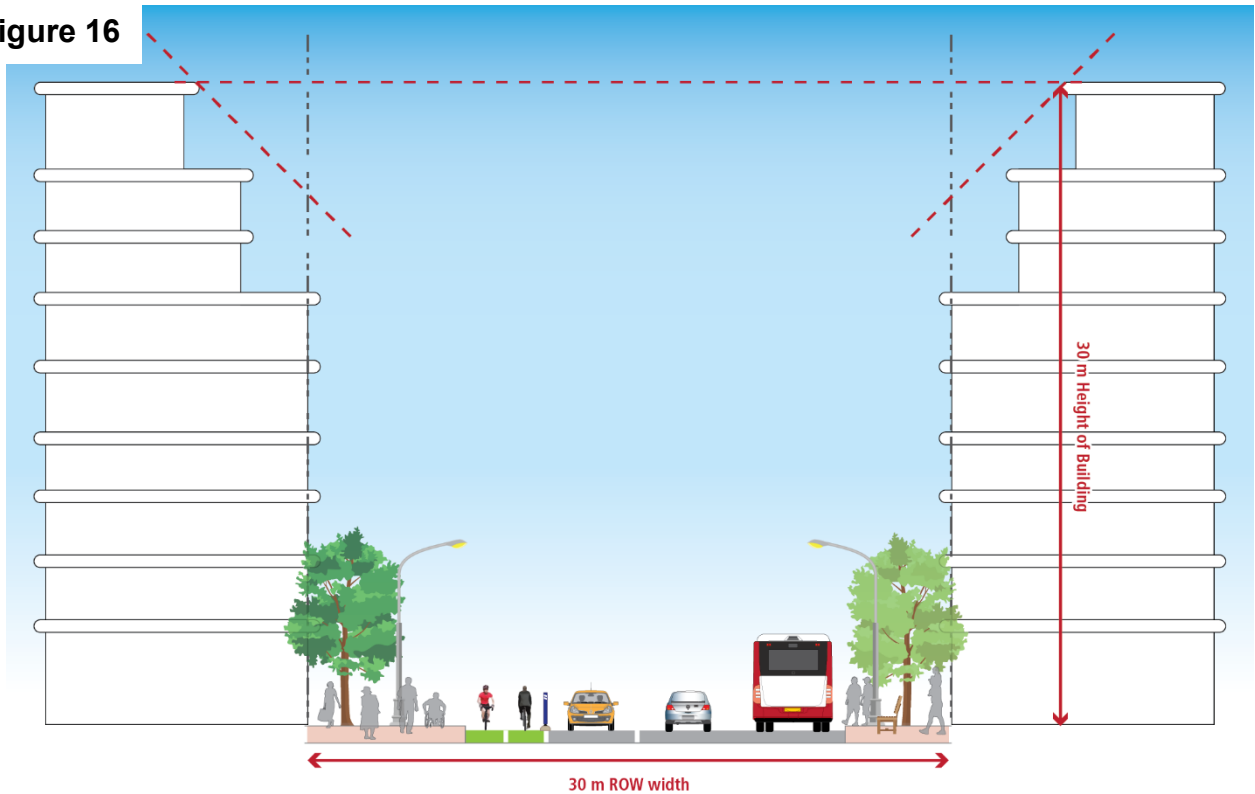
6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
  - i) Provide landscaping and adequate space for tree planting;

- ii) Avoid a street canyon effect; and
- iii) Minimize microclimate impacts on the public realm and private amenity areas.

**Figure 16**



8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

11) High-rise 41+ buildings are subject to all policies relating to high-rise buildings and the specific policies below. These buildings shall be designed to respond to context and transect area policies, and should:

- a) Be located and designed to complement the surrounding skyline, with consideration for both day and night visual impacts;
- b) Incorporate a base that mitigates wind impacts on the pedestrian environment and maximizes sunlight on the public realm;
- c) Include, where possible, publicly accessible or commercial interior spaces, including viewing platforms, bars and restaurants, or galleries that contribute to place-making, attract tourism and support the local economy; and
- d) Be designed where possible, to include or allow for a grocery store or retail food store in order to support local access to food.

12) High-rise 41+ buildings shall only be permitted where they are identified in a secondary plan.

## 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

In order to meet the challenge of planning, engineering and funding water infrastructure, the City relies on a number of master plans. The Infrastructure Master Plan provides comprehensive documentation of the development and evaluation of water, wastewater and stormwater servicing strategies and projects in the City. The Wet Weather Infrastructure Management Plan addresses urban flood protection, capacity management and pollution control. The Comprehensive Asset Management Strategy provides direction for the management of the City's physical assets (such as water infrastructure) during their entire life cycle and addresses the need for infrastructure to be resilient to a changing climate. The Official Plan provides the vision, goals and direction for growth and renewal of land use in the city that these plans shall support.

The policies in this section and subsections have been established to ensure that infrastructure in the city is safe, affordable, environmentally sound and meets the needs of the future.

### WHAT WE WANT TO ACHIEVE

- 1) Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area
- 2) Pursue an affordable and sustainable pattern of infrastructure development



Photo by: City of Ottawa

#### 4.7.1 Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:
  - a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and
  - b) Not exceed the capacity of the existing infrastructure system.
  
- 2) The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.
  
- 3) In order to mitigate the impacts of development and climate change on drainage systems, local plans will:
  - a) Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and
  - b) Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.
  
- 4) The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:
  - a) Design and study requirements for on-site stormwater management, considering a range of intensification development application; and
  - b) Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.
  
- 5) Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:
  - a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;
  - b) Other relevant Council-approved studies, such as stormwater retrofit studies;
  - c) The Ottawa Sewer Design Guidelines and associated climate change considerations; and
  - d) The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*.
  
- 6) As part of a complete application, all redevelopment applications will be required to:
  - a) Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and
  - b) Implement site, grading, building and servicing design measures to protect new development from urban flooding.



- 7) As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.
- 8) As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first.
- 9) Where new information has been identified by the City in consultation with conservation authorities, affected landowners and other relevant stakeholders, additional requirements may be identified that supersede those of an approved master drainage plan or master servicing study.
- 10) Where supporting infrastructure identified in an environmental management plan, master drainage plan and/or master servicing study are not yet in place, interim measures shall include monitoring and mitigation requirements to the satisfaction of the City and conservation authority to ensure that new development achieves the water quality and quantity objectives, specified in these documents.
- 11) New local plans will be supported by an approved master servicing study, environmental management plan and subwatershed study, and shall be prepared consistent with the approved terms of reference for each. General terms of reference will be approved by Council and will be refined and approved by staff for each local plan.
- 12) As part of a complete application, new development in a future neighbourhood shall be supported by an approved master servicing study, an approved environmental management plan, and subwatershed study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.
- 13) New local plans in support of development in the Future Neighbourhood Overlay will be supported by a Council approved master servicing study, consistent with the requirements as outlined in the Infrastructure Master Plan. Local plans prepared in support of development outside of the future neighbourhood overlay will be supported by a scoped master servicing study that evaluates servicing alternatives and demonstrates that sufficient infrastructure capacity exists to support planned development.
- 14) Unless identified in the Infrastructure Master Plan, stormwater and wastewater infrastructure to support new development (such as stormwater management systems and sewer pumping stations) will be within the settlement area.
  - a) Where necessary, and subject to an amendment to this plan, adjustments to the settlement boundary may be permitted to accommodate necessary infrastructure provided there would be no net increase in land within the settlement area; and
  - b) Under extraordinary circumstances and where settlement boundary adjustments are not possible, exceptions may be granted outside of agricultural resource areas or natural environment areas subject to Council approval of a local plan and supporting studies.
- 15) Oversizing of planned infrastructure, beyond what is required for servicing development within the current urban boundary will only be permitted subject to an approved master servicing study and where



the oversizing would not facilitate future development in the agricultural resource area or in natural environment areas.

- 16) A master servicing study and/or an environmental management plan shall be updated if:
  - a) There is a significant change in the conditions upon which the study is based;
  - b) There are proposed changes to planned infrastructure needed to service a subdivision that would have a significant impact on the infrastructure needs of another subdivision within the master servicing study and/or environmental management plan study area; or
  - c) The applicable Class Environmental Assessment approval has expired.
- 17) Where a master servicing study identifies new infrastructure to be funded by development charges that are not yet addressed in the Development Charges By-law, the cost may be front ended by a proponent. Repayment by the City to the proponent will occur based on the project timing forecast in the background study to support the Development Charges By-law.
- 18) The City shall design and construct Development Charges funded upgrades to existing water and wastewater facilities. Such upgrades may be advanced through a front-ending agreement between the City and proponent that addresses project financing.
- 19) The City shall require an assessment of life cycle costs as part of the evaluation of infrastructure alternatives in a master servicing study.
- 20) Master servicing studies shall address phasing of new infrastructure to support new development proceeding contiguous to existing urban development.
- 21) The City will determine the location, scale and appropriate provision of services/utilities and municipal financial responsibilities through the implementation of the Infrastructure Master Plan and master servicing studies.
- 22) The City is not obligated to provide services in advance of their intended timing under the Infrastructure Master Plan and available funding.
- 23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:
  - a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and
  - b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.

#### 4.7.2 Pursue an affordable and sustainable pattern of infrastructure development

1) Water and wastewater servicing are vital to health and protection of the environment. The City provides these services in defined Public Service Areas. As illustrated in the Infrastructure Master Plan, the City has a number of Public Service Areas that are comprised of:

- a) The central water distribution and sanitary sewage collection systems in the urban area;
  - b) Public water and/or sanitary sewer services in the Villages of Munster, Carp, Richmond, areas of Greely, Manotick, Carlsbad Springs, Notre-Dame-des-Champs and Vars;
  - c) Specific locations in the Greenbelt; and
  - d) A limited number of locations where services have been provided due to a unique circumstance, such as to remedy a specific health concern.
- 2) Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).
- 3) The City has no obligation to provide a service connection to a lot in the Public Service Area.
- 4) The City may provide for an extension or the creation of new Public Service Areas in the Rural area where public services have been deemed to be the appropriate solution in the following circumstances:
- a) To remedy a public health or environmental problem in a privately-serviced area where:
    - i) An approved comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options to deliver public water and/or wastewater services;
    - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
    - iii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are satisfactory to Council.
  - b) To allow connections to single-detached dwellings on lots that are not zoned for agricultural purposes, existing on the date of adoption of this Plan that front onto a local watermain or sanitary sewer;
  - c) To support planned growth in Villages where:
    - i) A master servicing study, which uses standardized criteria including costs and benefits to evaluate a range of servicing options is prepared and approved by Council in support of a community design plan and/or secondary plan;
    - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
    - iii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are satisfactory to Council.
  - d) To support economic development in the Rural area that meet all of the following:
    - i) The opportunity is specifically identified and can be assessed as being unique through a development review process;
    - ii) There is inadequate land within the planning horizon of this Plan that is appropriately designated within the existing Public Service Area that has similar location requirements to the subject area to accommodate the unique opportunity;
    - iii) The designation of the subject lands does not exceed the ability of this Plan to accommodate industrial and logistics uses in other locations already designated beyond the established planning horizon;
    - iv) The subject lands do not have an Agricultural Resource Area designation, or an Aggregate Overlay unless the landowner(s) can provide evidence by a qualified subject matter expert that the aggregate resource will be exhausted within the planning horizon of this Plan;
    - v) The subject lands are in proximity and have access to a highway interchange;

- vi) A servicing study that evaluates a range of alternatives including innovative alternatives and provides a solution which is acceptable to the City of Ottawa for all phases of servicing and is approved by Council;
- vii) The mechanisms for financial capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of Council;
- viii) The source of funding of the costs are to the satisfaction of Council; and
- ix) The mechanisms to finance the costs have been identified and agreed to by the benefiting landowners;
- x) The opportunity is specifically identified and can be assessed as being unique through an economic development based study approved by Council which demonstrates a high potential for net benefit to the City of Ottawa..

5) All development outside of Public Service Areas shall be on the basis of private services (private well and private sewage system).

6) Partial Services shall be considered only in the following circumstances:

- a) Where servicing is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
- b) Within the Urban area and in Villages where development on partial services already exists and the proposal constitutes minor infill or minor rounding out provided that site conditions are suitable for the long-term provision of such services with no negative impacts; or
- c) Where an approved study addresses the potential for further aquifer contamination by private sewage systems, or other sources of contamination; or
- d) To service existing development in the Village of Manotick; or
- e) The City may study the feasibility of extending water service to the existing Carp Road corridor through a Municipal Class Environmental Assessment to be entirely funded by the benefiting landowners, and extend the public service area for water provided the system can be proven to work without extraordinary operational costs and that the extension can be fully paid for by the benefitting landowners; or
- f) The City may consider a site-specific Official Plan amendment to revise the Public Service Area to connect water service to employment or institutional lots adjacent to the existing water distribution system provided significant water usage is not part of any industrial process, there are no extraordinary operating implications and provided the connection can be fully paid for by the benefitting landowner.

7) Pockets of development on private services exist within the Public Service Area and are shown in Annex 9. The City has no obligation to provide a public service connection to these lots.

8) Where new lots are proposed for residential purposes that rely upon private sewage systems, including areas of partial servicing, the minimum lot size shall be 0.4 hectares in villages and private service areas identified on Annex 9. In the Rural Transect Area outside of villages the minimum lot size shall be 0.8 hectares in rural countryside.

9) Where new development is proposed that relies upon private sewage systems, including areas of partial servicing, a minimum area of 800 square metres of undeveloped area must be maintained for the sewage system.

- 10) Where new lots are proposed for residential purposes, within Private Service Enclaves as noted on Annex 9, that rely upon private services the minimum lot size shall be 0.4 hectares.
- 11) Where no public services currently exist in a Public Service Area, the City may permit development on private services on lots greater than 0.4 hectares if it can be demonstrated to the satisfaction of the City that such development:
- a) Is proposed where public services are not currently technically or financially feasible;
  - b) Can adequately be serviced by private individual services in accordance the policies of this Plan;
  - c) Consists of:
    - i) A single building comprising a commercial, institutional or public use;
    - ii) Residential infilling within residential clusters;
    - iii) A farm severance as provided for in Subsection 9.1 of this Plan; or
    - iv) Other uses of similar nature and scale.
  - d) Shall not compromise future development of the area on public services; and
  - e) Shall be required to connect to the full public services as they become available.
- 12) The City shall not permit new development reliant on sump pump discharge to the sanitary sewer.
- 13) The City has no obligation to provide or allow a new connection to the Carlsbad Trickle Feed system.
- 14) New connections may be permitted to lots fronting on the Carlsbad Springs Trickle Feed System under the following circumstances, subject to available capacity:
- a) For residential lots fronting the existing system; or
  - b) For new severed lots fronting the existing system; or
  - c) For a coach house on a fronting lot; or
  - d) For non-residential use fronting onto Boundary Road; or
  - e) For existing Rural Industrial and Logistics uses east of Boundary Road.
- 15) As part of a complete application where development is proposed on the basis of private individual services, the City will require sufficient information with the application to assess the likelihood that:
- a) Sufficient quantity of groundwater exists on site to service the development;
  - b) A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;
  - c) The quality of the groundwater meets or exceeds the Ontario Drinking Water Standards, Objectives and Guidelines;
  - d) The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties; and
  - e) The development is within the reserve capacity of the municipal sewage system for hauled sewage.
- 16) As a condition of draft approval for subdivisions on private individual services, registration may only proceed in phases of 40 lots or less. Registration of subsequent phases may only proceed based on a

monitoring report confirming the continued function of previous phases of development consistent with Policy 15) above.

17) Development of two to five units on the basis of shared water and/or wastewater systems will only be permitted subject to all units being under single ownership and subject to the fulfillment of the requirements of Policy 15).

18) As a condition of approval, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit process.

19) As a condition of approval of plan of subdivision, the developer will be required to dedicate a monitoring well, at no cost, to the City. The City will have unlimited access to this well to monitor groundwater conditions. Where the subdivision has a number of phases one monitoring well may be required for each phase of development. The City, at its discretion, may determine to not require a monitoring well where there are sufficient wells already provided to satisfy the City monitoring program.

20) Small water and wastewater works, being systems that are owned, operated and managed by a single owner for a single building or complex of buildings, may be considered in commercial or industrial zones outside of the public service area.

21) Small water and wastewater works, to support residential uses, will not be permitted.

22) The City may consider small water and wastewater works to service development that is comprised of an institutional use or a retirement home or where the owner has entered into a responsibility agreement with the City. [Amendment 5, By-law 2023-403, Omnibus 1 item 12, September 13, 2023]

The responsibility agreement must contain, but is not necessarily limited to, the following components:

- a) A detailed description of the design criteria for the small water and wastewater works, that must meet standards agreed to by the City;
- b) The details of the monitoring, operation and maintenance requirements of the small water and wastewater works;
- c) The complete financial plan that shall be indexed every five years: which provides assurance in the form of a letter of credit; or equivalent; that is equal to the operating and capital reserve fund for the system.

23) As part of a complete application, the proponent of any development that includes a small water or wastewater works is required to submit the following additional information to the satisfaction of the City:

- a) Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal;
- b) A vulnerability assessment in accordance with an approved terms of reference;

- c) A Reasonable Use Study to determine the impact from the sewage system(s) on the groundwater, as described by the Ministry of the Environment guidelines; and
- d) A risk assessment of the water supply and the monitoring and mitigation measures necessary to protect that supply.

## 4.8 Natural Heritage, Greenspace and the Urban Forest

The City recognizes, conserves and protects its natural landscape and environment in two ways: by identifying natural heritage features, and by designating the most important natural features in a natural heritage system consisting of core natural areas and natural linkage areas. The City also recognizes the contribution of all natural features and areas to the health of the environment, whether or not they fall within the natural heritage system. Consequently, the City has established a target of no net loss of forest cover and wetlands in its rural area.

Within Ottawa's urban area, the natural heritage system overlaps with a connected greenspace network of natural and semi-natural areas, open spaces and pathways within the public realm. Many parks also lie within and complement the greenspace network but have their own policies and zoning to support their form and function. The greenspace network provides all Ottawa's residents with access to all the benefits of nature, including promotion of individual wellness and community health, while improving resilience to the effects of climate change, especially anticipated increases in extreme heat events.

### WHAT WE WANT TO ACHIEVE

- 1) Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies.
- 2) Provide residents with equitable access to an urban forest canopy
- 3) Provide residents with equitable access to an inclusive Urban Greenspace network



Photo by: Amy MacPherson

Trees provide many of these benefits. Large mature trees are particularly valued for their contributions to our City's resiliency and character. However, urban trees continue to experience pressure from growth, invasive species and diseases and natural aging. In response, the City has brought in strong policies, regulations and processes to maintain and grow the urban forest canopy.



#### 4.8.1 Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.
- 2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.
- 3) The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:
  - a) Significant wetlands;
  - b) Habitat for endangered and threatened species;
  - c) Significant woodlands;
  - d) Significant valleylands
  - e) Significant wildlife habitat;
  - f) Areas of Natural and Scientific Interest;
  - g) Urban Natural Features;
  - h) Natural Environment Areas;
  - i) Natural linkage features and corridors;
  - j) Groundwater features;
  - k) Surface water features, including fish habitat; and
  - l) Landform features.
- 4) The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.
- 5) Outside the urban area and designated villages, [Amendment 34, By-law 2024-506, Omnibus 2 item 13, November 13, 2024] the City shall take a no net loss approach with respect to evaluated wetlands deemed not provincially significant and forest cover outside the urban area and designated villages. Mechanisms for achieving no net loss include land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship. Development and site alteration is prohibited in provincially significant wetlands.
- 6) The City shall identify publicly-owned municipal nature reserves in the Tree Protection by-law as those lands that require special restrictions on access and use to protect their natural values or

ecosystems services. These will typically be lands supporting endangered species, threatened or endangered habitats or other sensitive values for which normal restrictions on use do not suffice for protection.

7) Where feasible, the City will manage City-owned forests and natural lands to maximize carbon storage and sequestration in vegetation and soils.

#### 4.8.2 Provide residents with equitable access to an urban forest canopy



1) Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.

2) The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.

3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

- a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as;
- b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices;
- c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;
- d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and
- e) Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.

4) The City shall consider trees to be an important element in:

- a) Infrastructure design, especially in conjunction with Low Impact Development;
- b) Good urban design;
- c) Good park design;
- d) The design of the City's active mobility network; and
- e) The design of local connections to the City's transit network.

5) City tree-planting and stewardship programs shall prioritize the provision of ecosystem services, especially in support of social equity and health.

6) When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments,



variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

#### **4.8.3 Provide residents with equitable access to an inclusive urban greenspace network**



- 1) The City shall protect all of its various types of greenspaces as described in Section 7 for their ecosystem services and their contributions to healthy, active communities.
- 2) In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:
  - a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
  - b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
  - c) Within a 15-minute trip by transit, a publicly-owned natural area.
- 3) Where lands identified as Greenspaces in this Plan are in private ownership, this Plan shall not be construed as implying that such areas are open to the general public, nor that any such lands shall be purchased by the municipality except in accordance with the City's policies.



## 4.9 Water Resources

Water is an essential resource that shall be protected. Surface water features, groundwater features and their associated functions make up the water resources system. Healthy watersheds provide numerous human, ecological and health benefits including: safe drinking water for residents, fish and wildlife habitat, climate change resilience, flood and erosion mitigation, recreational amenities in nature and support for agriculture, industry and other resource uses.



Photo by: Amy Macpherson

### WHAT WE WANT TO ACHIEVE

- 1) Protect, improve or restore the quality and quantity of surface water features and groundwater features
- 2) Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns
- 3) Restrict or limit development and site alteration near surface water features
- 4) Restrict or limit development and site alteration near groundwater features
- 5) Implement the policies of the Mississippi-Rideau Source Protection Plan and the Source Protection Plan for the Raisin-South Nation Source Protection Region

### 4.9.1 Protect, improve or restore the quality and quantity of surface water features and groundwater features



- 1) Watershed and subwatershed plans will be prepared and updated by the conservation authority or the City, as applicable, to guide growth, intensification and development, where the City deems necessary for the long-term protection of the environment. Watersheds and subwatersheds are identified in Annex 8A, and areas with approved studies are identified in Annex 8B.
- 2) The City, in consultation with local conservation authorities, will prioritize areas for watershed or subwatershed planning, based upon such factors as the condition of the natural environment, development pressure, changing land uses or the recommendations of higher-level studies.
- 3) In general, conservation authorities will lead the development of watershed plans using terms of reference developed in accordance with Council-approved guidance documents.
- 4) The City shall lead the development of subwatershed plans using terms of reference developed in accordance with Council-approved guidance documents. These terms of reference shall include consideration of future climate conditions.

5) Where no watershed or subwatershed plans exist, the City shall otherwise ensure that the quality and quantity of surface water and groundwater features are protected or improved in accordance with site-specific studies and the City's groundwater management programs.

#### **4.9.2 Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns**

1) Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.

#### **4.9.3 Restrict or limit development and site alteration near surface water features**

1) The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.

2) Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.

3) Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.

4) The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.

5) Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City:

- a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods;
- b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and

c) Management recommendations regarding the need to protect, conserve, mitigate, maintain recharge or maintain/replicate terrestrial linkages of the headwater drainage features and a corresponding recommendation for an appropriate minimum setback.

6) No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this policy are:

- a) Development or site alteration approved through a secondary plan in the Downtown Core or Inner Urban Transects;
- b) Activities that create or maintain infrastructure within the requirements of the environmental assessment process, a master servicing study or works subject to the *Drainage Act*;
- c) Alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the conservation authority in accordance with an assessment of site-specific conditions;
- d) Activities and uses along permanent waterbodies (rivers and lakes) that support active transportation (including canoe/kayak rental facilities, docks for non-motorized watercraft, pathways) and are approved by the City and the conservation authority;
- e) Water-oriented facilities along the Ottawa and Rideau Rivers and the Rideau Canal that are compatible with the designations shown in B-series of schedules, are developed in an environmentally sensitive manner, preserve a waterfront shoreline aesthetic and are approved by the City, the conservation authority and Parks Canada, as applicable, to support the following:
  - i) Water-based recreation (including yacht clubs, marinas and beaches);
  - ii) Active transportation (including canoe/kayak rental facilities and pathways);
  - iii) Water-based transportation services (including ferry and water taxi services, boat launch facilities or tourist-related activities such as scenic cruises); and
  - iv) Small-scale commercial services that contribute to or are ancillary to a use permitted in i), ii) or iii) above (including concession stands and restaurants); and
- f) Non-significant wetlands, where:
  - i) Management and minimum setback recommendations for hydrologically connected wetlands less than 0.5 hectares in size shall be established through Policy 5) for headwater drainage features, in consultation with the conservation authority; and
  - ii) Management and minimum setback recommendations for other non-significant wetlands shall be determined through an approved Environmental Impact Study, in consultation with the conservation authority and consistent with Policy 5) in Subsection 4.8.1.

7) Exceptions to the setbacks in Policy 2) shall be considered by the City in consultation with the conservation authority in situations where development is proposed on existing lots where, due to the historical development in the area, it is impossible to achieve the minimum setback because of the size or location of the lot, approved or existing use on the lot or other physical constraint, providing the following conditions are met to the City's satisfaction:

- a) The ecological function of the site is restored and enhanced, to the greatest extent possible, through naturalization with native, non-invasive vegetation and bioengineering techniques to mitigate erosion and stabilize soils; and
- b) Buildings and structures are located, or relocated, to an area within the existing lot that improves the existing setback, to the greatest extent possible, and does not encroach closer to the surface water feature.



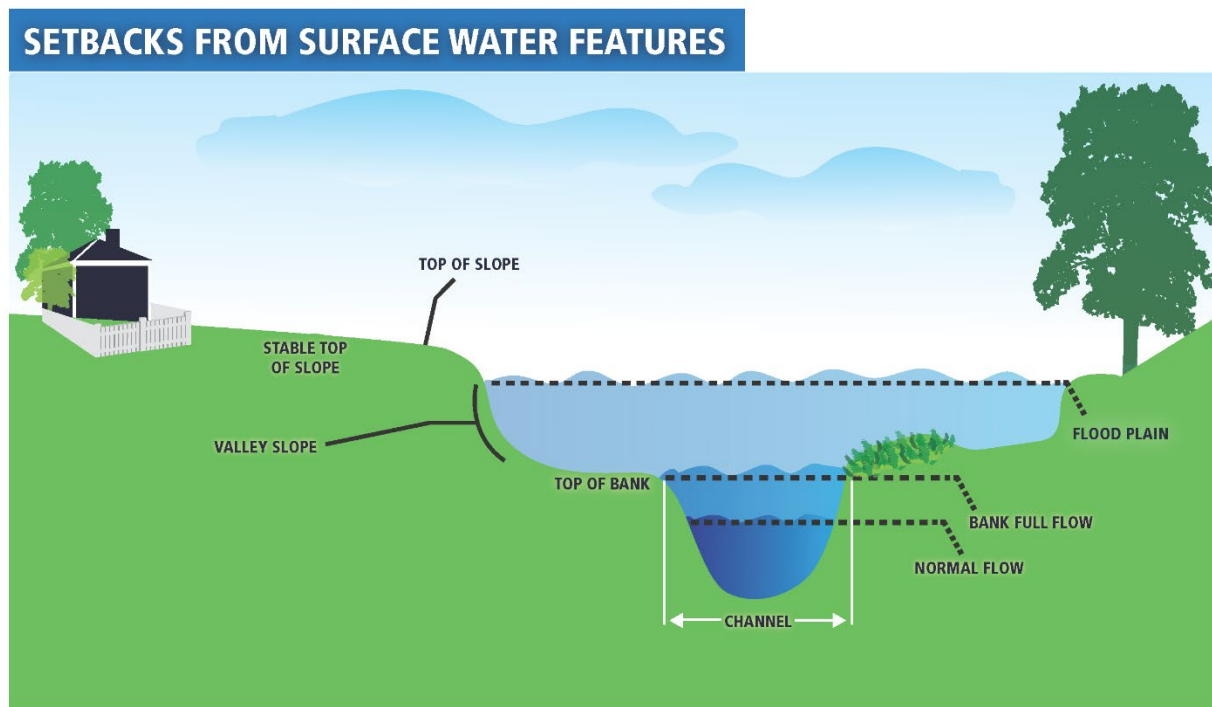
8) Notwithstanding Policies 1) and 2), a lot created by severance may include land within the minimum setback if the following criteria are satisfied:

- a) Within the urban boundary, the City and the conservation authority deem that the severance will not negatively affect aquatic or shoreline habitats and will not restrict existing or planned public access to the Ottawa River, Rideau River or Rideau Canal;
- b) Where slope stability is an issue, the lot area outside the geotechnical hazard limit is sufficient to meet the required minimum lot size, and the Council-approved Slope Stability Guidelines for Development Applications are satisfied; and
- c) The lot area outside the minimum setback is sufficient to accommodate all structures and water and wastewater services.

9) Where development is proposed on private services, no septic tank or distribution piping may be located within the minimum setback from surface water features unless an alternative setback has been permitted by the City in consultation with the conservation authority.

10) In addition to the provisions for setbacks described in this section, development proposals next to municipal drains or other works under the *Drainage Act* shall also maintain clear access to the legal working space adjacent to the drain. This working space is defined in the engineer's report adopted through a By-law approved by Council under the *Drainage Act* for the construction and future maintenance of drainage works.

**Figure 17**



#### **4.9.4 Restrict or limit development and site alteration near groundwater features**

1) The City shall protect groundwater features that have the potential to be used as drinking water or where groundwater contributes to a surface water feature. The City's groundwater management programs shall provide supporting information and form the basis to evaluate development.

[Amendment 5, By-law 2023-403, Omnibus 1 item 58, September 13, 2023]

2) The protection of groundwater features and their hydrologic functions will occur in the following ways:

- a) Preparing and implementing the recommendations of watershed plans, subwatershed plans and site-specific groundwater assessments consistent with Council-approved direction;
- b) Development or site alteration shall only be permitted in or near groundwater features where it has been demonstrated, to the satisfaction of the City, that these features and their related hydrologic functions shall be protected and, where possible, improved or restored; and
- c) Development and site alteration shall be consistent with the conclusions and recommendations of an approved hydrogeological and terrain analysis report.

#### **4.9.5 Implement the policies of the Mississippi-Rideau Source Protection Plan and the Source Protection Plan for the Raisin-South Nation Source Protection Region**

1) Any activity or use within designated vulnerable areas shown on Schedule C15, that is considered a significant drinking water threat, shall conform with all applicable approved Source Protection Plan policies and may be prohibited, restricted or otherwise regulated. Related municipal decisions shall conform with the mapping and policies contained within the most recent version of the applicable Source Protection Plan.

2) Wellhead Protection Areas and Intake Protection Zones located in adjacent municipalities may extend into the City of Ottawa. The City shall implement Source Protection Plan policies in these areas, as required by the *Clean Water Act*, and shall consult with the affected municipality as part of the review of any development requiring approval under the *Planning Act*.

3) The City shall define, through the Zoning By-law, the types of development that shall be screened for potential drinking water threat activities within Wellhead Protection Areas and Intake Protection Zones shown on Schedule C15 and which may require a Section 59 Notice to Proceed pursuant to the *Clean Water Act*.

4) To determine whether an activity associated with a proposed development within a Wellhead Protection Area or Intake Protection Zone, shown on Schedule C15, would constitute a significant drinking water threat, the proponent will be required to disclose the proposed activities as part of a complete application.

5) Where the impacts of any proposed development or activity cannot be adequately mitigated within an acceptable risk to drinking water sources to the satisfaction of the City, the development or activity shall not be permitted.

- 6) Development or site alteration proposals in designated vulnerable areas, shown on Schedule C15, shall be required to assess potential changes in the vulnerability scores and provide a report to the City's satisfaction. Activities that result in new or expanded areas where threats to drinking water could be considered significant under the *Clean Water Act* may not be approved.
- 7) The City may implement alternative protection measures within highly sensitive Wellhead Protection Areas (lands where the vulnerability score is eight or greater) including, but not limited to, land acquisition, conservation easements, conditions of development and landowner partnership programs.
- 8) Prior to establishing a new municipal drinking water well or surface water intake, [Amendment 34, By-law 2024-506, Omnibus 2 item 14, November 13, 2024] the City shall consult with the Source Protection Region and collaborate in the Source Protection Plan amendment process as required by the *Clean Water Act*. The City shall consider the potential impacts on existing uses and permitted uses within the Wellhead Protection Area or Intake Protection Zone [Amendment 34, By-law 2024-506, Omnibus 2 item 14, November 13, 2024] and shall avoid establishing a new municipal drinking water well or surface water intake [Amendment 34, By-law 2024-506, Omnibus 2 item 14, November 13, 2024] in areas where activities that may constitute a significant threat to drinking water are permitted.
- 9) The City shall establish measures to protect privately-owned and operated communal drinking water systems, serving six or more lots or private residences, where necessary to preserve the quality and quantity of the local drinking water supply and prevent or mitigate any significant threats to drinking water sources.
- 10) Development within Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas, as identified in local Source Protection Assessment Reports, will be encouraged to implement best management practices to help protect regional groundwater supplies.

## 4.10 School Facilities

Schools are a building block for healthy, complete communities, providing a focus of community life. They are a key element of a healthy, walkable, 15-minute neighbourhood.

Besides their primary purpose as educational institutions, school facilities can provide community infrastructure and resources to a neighbourhood, such as licensed child care facilities, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places and greenspaces. As a hub of community life, safe, sustainable and convenient access for residents of all ages and abilities is necessary. Schools and their surrounding context provide important opportunities to support climate resiliency and strategic goals for healthy and inclusive communities. The school policies below shall be supported by local plans and the Transportation Master Plan.

### WHAT WE WANT TO ACHIEVE

- 1) Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design
- 2) Locate schools and other neighbourhood uses close together to provide convenient access to residents
- 3) Make trees an important component of a school's outdoor space



Photo by: City of Ottawa

#### 4.10.1 Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design



1) Primary and secondary schools shall be permitted in all Urban designations, within Villages and on a site-specific basis where appropriate in the Rural Transect. They are not permitted in the Industrial and Logistics designation, in Significant Wetlands, in Natural Environment Areas, in Urban Natural Features or in land that has been acquired through parkland dedication.

2) School buildings shall be sited in a compact and land-efficient manner. School sites shall prioritize safe, sustainable, active transportation mobility choices including walking and cycling as the primary means of travel to and from school. This includes:

- a) Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the school walk zone;
- b) Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increasing the visibility of children and youth at intersections and providing safe intersection crossings that prioritize pedestrians;
- c) Ensuring where possible that local roads are designed and posted for low operating speeds. Opportunities to further reduce vehicle speed may be explored for all roads within 400m walking distance of school sites;
- d) Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;
- e) Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;
- f) Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;
- g) Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;
- h) Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- i) Locating school bus lay-bys and passenger pick-up and drop-off areas (PPDOs) in the right-of-way, as opposed to on school property, wherever possible in order to minimize curb cuts and front yard setbacks and improve pedestrian safety. School bus lay-bys and PPDOs should be located on separate frontages, with visually contrasting materials or colours. In the Downtown Core and Inner Urban Transects, wherever possible, school bus lay-bys and PPDOs should maintain regular curb locations rather than widening the roadway.

#### 4.10.2 Locate schools and other neighbourhood uses close together to provide convenient access to residents



1) School design shall make efficient use of land by giving first preference to multi-storey school buildings where possible, and minimizing setbacks.

2) Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:



- a) Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;
- b) Where a school board has confirmed that it does not have an interest in a site that has been identified for it, a variety of alternate uses may be developed, including residential;
- c) Where the opportunity permits, the City may consider an agreement with the school board for a facility partnership. This may include a school board or boards and the City entering into an agreement for shared recreation amenities in parks, where appropriate; and
- d) Nothing in this section will exempt development from parkland dedication requirements.

3) Where a school is identified as a candidate for closure, the City shall work with the school board, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and retain the school grounds for a park, either in whole or in part.

4) The design of outdoor children's play areas should align with Subsection 4.6.4, Policy 4).

#### **4.10.3 Make trees an important component of a school's outdoor space**



1) School site design shall incorporate new tree planting, as well as the conservation of existing trees where possible.

2) Woodlots, stands of trees or clusters of newly planted trees, should be incorporated into functional spaces (e.g. natural play areas or outdoor classrooms) either on site or through a pathway connection to adjacent sites, where appropriate and feasible.





#### 4.11 Generally Permitted Uses

Certain land uses are considered to be characteristic and supportive of the daily life and functioning of the applicable designation. For convenience, these uses have been grouped as generally permitted uses. These uses shall be generally permitted, subject to: the policies set out below and in other applicable sections of this Plan; and the Zoning By-law may set conditions and restrictions on the following uses, including to floor area, massing and location to achieve appropriate integration with adjacent land uses and with regard to the policy context.

##### Retail Food Store

1) Food is a basic requirement for a healthy, walkable 15-minute neighbourhood, and the Zoning By-law shall facilitate provision of food sales, preferably through grocery stores, in order to ensure residents live within close proximity to food within the Downtown, Inner Urban, Outer Urban and Suburban Transects and within Villages in the Rural Transect.

##### Food Production

2) Food production, processing, distribution, storage and farmer's markets are supported throughout the city. In urban areas and villages, community gardens and indoor and outdoor crop production which does not have an adverse effect on the surrounding area by virtue of appearance, function, risk of rodent infestation or high volumes of vehicular traffic, are permitted.

##### Renewable Energy Generation

3) Renewable energy generation facilities that are subject to Provincial approvals will be permitted as a principal use within the following designations:

- a) Rural Countryside;
- b) Greenbelt Rural and Greenbelt Facility; and
- c) Natural Environment Area sub-designation, subject to the policies of Subsection 7.3.

4) Renewable energy generation facilities that are subject to provincial approvals are permitted as subordinate uses in the Agricultural Resource Area and Rural Industrial and Logistics designations.

5) The following considerations will be used to establish zoning by-law provisions for such principal use renewable energy generation facilities:

- a) Limiting nuisance impacts, such as through siting and screening requirements;
- b) Limiting impacts on significant natural heritage features and agricultural resource area lands; and
- c) The ability to access the electricity transmission network and arterial roadways.

6) Large-scale provincially regulated wind turbines are not permitted on lands designated Agricultural Resource Area. This policy does not apply to small-scale wind generation associated with a permitted principal use.

##### Licensed Child Care Centres or Facilities Providing Temporary Care

7) Licensed child care centres or facilities providing temporary care of seniors or people with disabilities shall be permitted in all designations except within Industrial and Logistics; on hazard lands, in Significant Wetlands; and subject to the conditions within Mixed Industrial.

### **Public Utilities and Municipal Services**



8) Public utility facilities and municipal services that are authorized under the requirements of the *Environmental Assessment Act* may be permitted in all designations of this Plan. Other public utilities and municipal services and facilities are permitted in all designations on Schedule A and the B-series of schedules, except in Natural Environment Areas, Significant Wetlands, Sand and Gravel and Bedrock Resource Areas, Flood Plains or near Unstable Slopes shown on Schedule C15, provided that:

- a) The construction of permanent buildings is discouraged where an area, not in one of the identified designations, is found to be environmentally sensitive;
- b) The design of the utility or facility meets the intent of the applicable transect and overlay policies; and
- c) Where proposed in Agricultural Resource Areas or the Natural Heritage System Overlay, the location shall be essential for the provision of the utility, service or facility or constitutes a necessary expansion of an existing facility. A study may be required to assess alternative locations outside the designated areas and the environmental impacts on these areas shall be mitigated if alternative locations are not feasible.

### **Wireless Communication Facilities**

9) Proponents of new telecommunication facilities shall comply with the City's Municipal Concurrence and Public Consultation Process for Antenna Systems, in accordance with Innovation, Science and Economic Development Canada requirements.

### **Wayside Pits and Quarries**

10) Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts are permitted in all designations on Schedule A and the B-Series of schedules except: Natural Environment Areas, and Significant Wetlands, or on Flood Plains shown on Schedule C15 or where environmental sensitivities have been determined to be incompatible with extraction and associated activities.

