5 BIG MOVES

OVERVIEW

Ottawa is a beautiful city, with its unique heritage, stately architecture and abundance of parks and greenspace. We are a prosperous city with a stable economy, world-class universities and a well-educated workforce. We are also a diverse city where a quarter of Ottawa residents were born outside of Canada.

Home first to the people of the Algonquin Anishinabe Nation and a gathering place from time immemorial, Ottawa has been shaped by the history of Canada. Situated at the intersection of three rivers, two cities and two official languages, we bring together the past and the future, city and nature, First nations, Inuit and Métis peoples and waves of new immigrants.

This year, Ottawa's population surpassed a million people. We have a solid foundation on which to build the future, but as we grow we will need to be able to adapt to an increasing pace of change whether in the context of the climate crisis, economic disruptions, emerging technologies, or changing demographics.

A New Official Plan

The City is rewriting its Official Plan—the strategic document that describes how the city will grow over time, where we will place major infrastructure, and what policies will be in place to support economic growth and guide the development and evolution of communities. The purpose of this review is to position Ottawa to be flexible, resilient, and, above all, a city were people want to live, work, and play. This new Plan will take us to the year 2046, but it also seeks to set the stage for the City and Region to reach a population of two to three million people.

Preliminary Policy Directions

The City is proposing to make a number of significant policy changes through the Official Plan to make Ottawa the most liveable mid-sized city in North America. Known as the 'Five Big Moves', the following statements capture the most significant policy proposals for the new Official Plan:

- **Growth:** Achieve, by the end of the Plan's planning period, more growth by intensification than by greenfield development. This growth will provide for complete communities and a variety of affordable housing options.

- **Mobility:** By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation (walking, cycling and public transportation).

- **Urban Design:** Improve our sophistication in urban and community design, and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

- **Resiliency:** Embed public health, environmental, climate and energy resiliency into the framework of our planning policies.

- **Economy:** Embed economic development into the framework of our planning policies.

How to use this document

The purpose of this document is to seek feedback from Ottawa residents on the major policy moves being considered for the next Official Plan. Feedback on this document will help develop a set of comprehensive policy directions that will be considered by Council in late 2019. Should Council support these directions, it would ask city staff to develop a draft Official Plan including specific policies to implement these directions. This draft Official Plan would be presented to Council by summer 2020.

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BIG MOVE 1 GROWTH MANAGEMENT

Achieve, by the end of its planning period, more growth by intensification than by greenfield development. This growth will provide for complete communities and a variety of affordable housing options.

Elements

- Growth management
- Housing
- Mobility
- Rural Policies

Description of Theme

The Provincial Policy Statement recognises that Ontario municipalities comprise a wide variety of small and large rural and urban areas with varying rates of growth but with common goals and the common responsibility to be environmentally and economically sustainable over the long term. The Province identifies settlement areas as the focus of growth and development and their vitality is critical to the long-term economic prosperity of our communities. Viable rural areas should be supported by elements that build upon rural character and leverage rural amenities and assets, as well as support the main rural industries such as Agriculture and Mineral Resources, and to protect the natural resources of these areas.

Assessment of current approach

Municipalities are to monitor and manage growth, ensure that sufficient land is always available to provide an appropriate range, mix, and density of housing and to ensure the efficient expansion and use of urban and rural infrastructure, and promote diversification of the economic base and employment opportunities.

The current Official Plan provides for urban growth to the year 2036 through a combination of gradually rising intensification targets and

an adequate supply of greenfield lands for new neighbourhoods on lands that were added to the urban area at the last expansion. Current intensification targets and target areas were based on the early version of the O-Train plan, and focused only on the first 13 stations of Line 1 and the existing stations on Line 2. Transit plans have considerably advanced since that time.

The current Official Plan directs rural growth and development to villages where community facilities and services already exist or to those villages where community facilities can be provided efficiently and where there is the strongest potential for villages to evolve.

However, the plan does not provide clear guidance on the type of development that is appropriate in villages and in the surrounding rural areas, or how to ensure that this development fits within a village or rural context.

The City's commitment to achieve Greenhouse Gas Emissions (GHG) reduction targets as directed by Council also plays a central role in the selection of a growth management strategy that minimizes the use of combustion fuels and detached buildings, the two largest contributors of GHG emissions.

Overall Growth

Policy Direction 1: Growth Management Focused on Intensification

By 2046, the majority of new residential units will be created through intensification in the urban area and in serviced villages.

Rationale

- Traditionally, cities have grown and changed though two mechanisms: by growing larger and consuming more land, and through redevelopment with land becoming more intensively used. The City's Official Plan recognizes that, in order to become more environmentally, economically and socially sustainable, redevelopment and intensification must now constitute the majority of our future growth.

- Municipalities are now counting on intensification as the main tool to help them achieve their environmental objectives. The need to also meet GHG emission reduction targets is an additional consideration in the selection of a City growth management strategy, especially for a municipality the size of Ottawa, which as the nation's capital and Ontario's second largest city, has a duty to demonstrate leadership in this realm.

- In 2009 the City introduced its first Official Plan targets for residential intensification, along with policies to achieve more housing and jobs at employment and commercial areas and Town Centres to be connected by the City's rapid transit network. The City monitors building activity as an indicator of intensification and the data shows that the 2009 targets underestimate the actual amount of intensification being supported by the market and suggest that by 2046 the City could achieve 60% or more of new urban residential growth through intensification.

- The Plan also recognized that older residential communities will undergo a natural transition due to their attractiveness as a function of their proximity to established services, facilities and often shorter commuting times. However, the Plan lacked clarity on how established communities are to evolve. A successful strategy of growth by intensification must be coupled with a context-sensitive approach to neighbourhood evolution—this companion direction is provided in Big Move #3.

- The City's goal of growing within established communities also means supporting the evolution of those communities into walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to food, schools, employment, parks, greenspaces and pathways. Planning for intensification must therefore also consider the availability of these service and amenities in order to be successful.

Policy Direction 2: Link Affordable Urban Growth with Affordable Urban Mobility

Ottawa's competitive advantage in attracting new residents is in no small measure due to its relative affordability when compared with other G7 capitals or many of the largest North American cities. Affordability, however, is not limited to the cost of housing—it also includes the cost of transportation. The Official Plan seeks to link land use and transportation planning in a way that strategically reinforces an overall strategy to maintain affordability by providing more housing options at more locations where people should have a real choice to not own individual or multiple vehicles.

Rationale

- The City's Official Plan identifies land around stations on the O-Train (Light Rail Transit, LRT) and Transitway (Bus Rapid Transit, BRT) network and identifies those corridors as target areas for development and re-development at higher densities to accommodate the transportation needs of new growth in the most efficient and cost-effective way. Recent changes to the *Planning Act* allow municipalities to identify the area surrounding an existing or planned higher-order transit station or stop as a "protected major transit station area," and the policies within the boundaries of these areas cannot be appealed. In these areas the official plan must also:

a) identify the minimum number of residents and jobs per hectare that are planned to be accommodated within the area;

b) identify the authorized uses of land and of buildings in the area; and

c) identify the minimum densities of dwellings and jobs that will be achieved.

- The City has already identified some such stations through Transit Oriented Development (TOD) Studies under the current Official Plan, and these stations have received density targets. In the new Plan, some of those will be identified as "major station areas" and their target densities may be revised.

- The new Official Plan will seek to implement a similar approach for the new stations along Stage 2 and future O-Train and BRT corridors, and street bus lines deemed to be equivalent to higher-order transit due to their high level of service.

Policy Direction 3: If Expansion is Needed, It Should be Affordable and Supportive of All Growth Management Goals

If urban expansion is required, expansion areas should be in locations that make the most efficient use of existing or committed capacity of infrastructure, public services and facilities, and avoid locations that necessitate significant new public capital expenditures or adversely high long-term operational costs. They should also provide the City with the ability to consistently implement all its growth management objectives.

Rationale

- There is clear Provincial direction guiding the selection of urban expansion areas. The additional consideration for a city the size of Ottawa is the magnitude of its infrastructure, both in piped services and in transportation.

- The ability to complete existing communities, provide deliberate support to the Official Plan's goals on how to accommodate and manage growth, achieve the mode share objectives of the Transportation Master Plan and achieve the directions of the Infrastructure Master Plan are the key considerations in the selection of possible urban expansion parcels.

- Where urban expansion may be required in the future (beyond this Plan), consider the potential to expand into the Greenbelt, where not in conflict with natural environment areas, rather than expanding into areas beyond the Greenbelt, and extending the Greenbelt by a corresponding or greater amount of land into existing rural area instead. Expanding urban lands within the Greenbelt is a more efficient use of resources than beyond it.

Policy Direction 4: Link Growth Management Strategy to GHG Emission Reduction Targets

The two greatest contributors to GHG emissions are buildings and transportation. In its growth management strategy, the City must implement a model of urbanization that minimizes the need to travel, achieves a gradual reduction in the ownership and use of personal vehicles, and requires built forms that are less energy-intensive.

Rationale

- Policy directions 1 and 2 will support a strategy of distance reduction for the daily needs of Ottawa's future population. The need to travel, and the distance that needs to be travelled, are the two most direct sources of individual ownership and use of private vehicles. Focusing urban growth on the creation or consolidation of 15-minute neighbourhoods is a fundamental strategy to structurally alter existing patterns.

- Detached buildings are, by definition, more highly consumptive of energy to heat and cool them. With accelerating climate change, the need for heating and cooling will only increase. To improve its resiliency, Ottawa's future building stock should be in forms that are less energy-consumptive. While building construction standards are controlled by senior levels of government, the City will promote high standards of environmental performance in new construction.

- Providing the ability to develop a greater variety of attached, low-rise, ground-oriented residential buildings is a key component of the City's energy and GHG resiliency strategy.

Policy Direction 5: More Flexibility in Types of Housing

Provide direction, in established and new residential areas based on context, to regulate housing by building form (size and shape of building) rather than by dwelling type (number of dwelling units in the building), in order to allow an increased level of housing flexibility and a greater variety of housing choice among Ottawa residents.

Rationale

- In existing residential areas, this policy direction will provide direction to regulate building form (size and shape of building) rather than focus on the type of dwelling (number of units in the building), as a way to provide a broader range of housing options than is currently permitted.

- In new neighbourhoods, this policy direction will be a continuation of the current practice of pre-zoning new subdivisions for maximum flexibility to allow the market to react nimbly to changing demands. It will also align with directions from the Building Better and Smarter Suburbs initiative which also sought to diversify and mix types of housing in new neighbourhoods.

- In the rural area, options will be explored to permit a broader range of housing options within Villages, especially serviced Villages (see Policy Direction 8).

Policy Direction 6: Context-Sensitivity in the Provision of New Housing

Recognize a finer gradation of the City's residential areas to identify neighbourhoods that are near intensification target areas (including Protected Major Transit Station Areas, as per the provisions of the *Planning Act*), which neighbourhoods are undergoing active change and require clear direction as to their next stage of evolution, and which neighbourhoods are not yet experiencing such pressures.

Rationale

- This policy direction (supported by Big Move 3's policy directions on a context-sensitive planning framework and better urban design) will allow the City to evaluate the potential for low-rise, ground-oriented housing within established communities that are experiencing redevelopment pressures due to their location in relation to higher-order transit, and provide the necessary capacity to accommodate the growth that is anticipated by 2046.

- This approach will also allow the identification of appropriate areas for targeted infrastructure investment.

Policy Direction 7: Include Housing in More City Facilities, and Include More City Facilities in Mixed-Use Buildings

Provide policy direction to require new future City-owned urban infrastructure projects (namely libraries, recreation and transit facilities) to integrate housing within the site, where land parcel size and land use compatibility makes that feasible.

Rationale

- Currently, City-owned facilities and land uses are identified for single use (e.g. recreation facilities, OC Transpo facilities, libraries). The new Official Plan will include policy direction that requires the inclusion of housing when new facilities are being constructed, with an emphasis on affordable housing. Further, the new Official Plan will include policy direction that requires the City to consider options for public municipal facilities to be part of mixed-use private development (e.g. podiums of condominium or rental housing developments).

- The new Official Plan will:
  - » include policy directions from the Recreation Facility Infrastructure Standards and Strategy, and;
  - » Rethink the standard model of cash-in-lieu of parkland and development to provide Ward-specific allocation of funding to address specific needs including facility upgrades in neighbourhoods.

Policy Direction 8: Manage Rural Growth to Maintain Rural Character

Over the planning period, residential growth in Rural Ottawa is anticipated to be 10,000 units, primarily within Villages, with the remainder provided within legacy country lot subdivisions and single lot severances. Single-detached dwellings remain the primary rural dwelling type. To manage growth within the rural area, the City will identify opportunities to concentrate development within the Villages, and to increase the variety of housing forms allowed in Villages. In addition, the City will direct urban expansion when appropriate to areas that will maintain a sufficient distance from existing Villages so as to maintain rural character and preserve the identities of Villages.

Rationale

- In Villages with capacity in public service systems, the City will relax regulation to encourage the development of multi-unit, compact residential built forms, including mixed-use buildings.

- Where on private services, the City will examine opportunities to maximize the development of multi-unit residential housing at the existing 5-units per lot/system, subject to Provincial regulations (D-5-5).

- In the case of small hamlets or villages adjacent to or in very close proximity to the urban boundary, the City will examine the potential to include these areas into the public service area or urban boundary.

New
Official Plan

BIG MOVE 2 MOBILITY

By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation (walking, cycling, transit or carpool).

Elements

- Mobility
- Growth management
- Housing
- Energy

Description of Theme

Every time a resident or visitor moves from one place to another in the City of Ottawa, it is considered a trip. The overarching mobility goal of the new Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation (walking, cycling, transit or carpool).

This goal has important implications for land use, transportation planning and urban design, as we continue to build the City in a way that supports the shift towards more sustainable mobility choices. These efforts will support other city-building goals, such as creating compact, liveable neighbourhoods that provide equitable and inclusive transportation options that promote healthy living and reduce our carbon footprint. For starters, in 2016, approximately 55% of personal trips were made using private vehicles and transportation-related emissions accounted for 40 percent of Ottawa's total greenhouse gas (GHG) emissions. In addition to transitioning to low- or zero-emission vehicles, reducing the share of trips by private vehicles will be an important part of meeting the City's GHG reduction targets.

The ability to reach the goal of capturing the majority of trips by sustainable transportation will depend on a city-wide coordinated effort, led by investment in light rail transit (LRT) and the overall transit network. Ottawa's increasing population, density, and road congestion justify major investments in a reliable transit network because it simultaneously supports other city-building objectives.

The opening of Stage 1 LRT, the implementation of Stage 2, and the planning for future LRT will fundamentally change patterns of mobility and development in Ottawa. LRT will form the backbone of Ottawa's transportation network and is one of our strongest growth management tools to support and influence urban development. It is not, however, the only component of a complete transit network. Sustained investments in bus rapid transit (BRT), the street bus system and active modes of transportation will also play a key role in shifting mobility patterns.

The following Preliminary Policy Directions build on the City's momentum towards sustainable transportation by setting out draft planning and transportation policies that will contribute towards achieving the goal of capturing the majority of trips by walking, cycling, transit or carpool by 2046. The current Transportation Master Plan target is to reach a 50% sustainable mode share by 2031, and this will be strengthened through the upcoming Transportation Master Plan update.

Assessment of current approach

The Province of Ontario provides land use and transportation planning policy direction to municipalities through the Provincial Policy Statement (PPS), Provincial Plans, and enabling legislation—primarily through the *Planning Act* and *Municipal Act*. Together, they provide a strong policy foundation for municipal planning that supports sustainable transportation.

The City's Official Plan (OP) and master plans—Transportation Master Plan (TMP), Ottawa Pedestrian Plan (OPP), Ottawa Cycling Plan (OCP) and Infrastructure Master Plan (IMP)—must be consistent with provincial policy directions and the OP is subject to approval by the Province.

The current OP represents an evolution of the City's approach towards more sustainable land use and transportation patterns. Through the years, the City's mode share targets for sustainable transportation have been strengthened such that today, the TMP targets 50 percent by 2031. The current TMP turns these policies into practical choices by identifying transportation facilities, services and policies that guide day-to-day operations and long-term investments within the City's affordability framework.

In addition to the OP and TMP, the City of Ottawa has numerous other approved plans, policies and guidelines that establish policies and guidelines related to mobility, such as:

- Transportation Impact Assessment Guidelines
- Complete Streets Implementation Framework
- Multi-Modal Level of Service Guidelines
- Downtown Moves: Transforming Ottawa's Streets
- Street Planning Manual for New Neighbourhoods
- Regional Road Corridor Design Guidelines
- Arterial Road Cross-Sections
- Designing Neighbourhood Collector Streets
- Neighbourhood Traffic Calming Design Guidelines
- Building Better and Smarter Suburbs
- Urban Design Guidelines for Greenfield Neighbourhoods
- Municipal Parking Management Strategy
- Corporate Electric Vehicle Charging Station Policy
- Sustainable Purchasing Guideline

While significant progress has been made based on these policy directions, there is a need to address existing and emerging challenges and opportunities, such as:

- Significantly increase the geographic area of the city in which residents have a viable modal choice to avoid or minimize car ownership
- Need for higher transit use within outer urban and inner suburban areas to achieve overall mode share targets
- Efficiently serving the rural area via public transit in a cost-effective manner
- Providing affordable public transit to marginalized groups such as seniors, people with disabilities and people living in poverty
- Many short trips that are within walkable or bikeable distance are still made by car
- Untapped potential for cycling-to-transit mobility continuum
- Some Park & Rides at capacity while others underutilized
- Emerging business models and technologies that may compete with transit (e.g. Uber, Lyft)
- Financial, environmental and other implications of servicing low density and geographically dispersed development
- Lack of rapid downtown-to-downtown rail connections between Ottawa and Montréal /Toronto
- Need for protection of abandoned rail corridors for potential future transportation needs

- Limited revenue levels and sources and increasing capital and operating costs
- Trends in GHG emissions relative to identified targets

Proposed Policies and Rationale

Policy Direction 1: Improve the coordination of land use and transportation planning, to support the broader city-building vision in the Official Plan.

- Focus new growth around existing higher-order transit, otherwise ensure that the timing of new development is contingent on the provision of new higher-order transit to serve it.
- Support the development of higher-density housing and reduced parking requirements near higher-order transit, to meet the needs of the growing number of residents who want "car-light" lifestyles. Consider opportunities at key locations for future Park & Ride redevelopment to high density land uses to maximize transit access.
- Within the short- to medium-term, improve transit service frequency, reliability and travel times, by implementing exclusive transit lanes or transit priority measures along corridors identified for intensification dependent on funding availability.
- In the long-term (following completion of Stage 3), target the City's next major rapid transit (LRT) investment on existing, high-demand transit corridors within the Greenbelt.
- Use land use and transportation planning to create compact, complete communities, with good walking and cycling network density and connectivity.

Rationale

- Strengthening the relationship between public transit and growth management will allow the City to leverage its transit investments and achieve significant ridership growth, as this is the most affordable and sustainable way to meet the city's future transportation needs.
- Higher density housing with reduced parking near higher order transit helps to achieve the City's intensification and sustainable mode share objectives. Compact development reduces overall transportation infrastructure costs. It can also reduce residents' combined housing and transportation costs with reduced costs of parking infrastructure, vehicle ownership and vehicle operation.
- Enhancing transit inside the Greenbelt supports land use intensification objectives, since the urban area provides the highest potential for intensification. It also promotes transit ridership growth and maximizes the benefits of the City's LRT and BRT networks.

- Transportation behaviour is difficult to change once habits are established. Providing early rapid transit service to new communities allows residents to choose transit from their move-in date and reduce the need for vehicle purchases.

Policy Direction 2: Ensure that the planning and design of streets, intersections and street networks, including the allocation of space in the road right-of-way, is supportive of community context and policy objectives, and is considered from an equity perspective.

- Continue to develop new complete street design guidelines and cross-sections that fit the community context and support City objectives for land use, mobility, environment, health and economic development
- Plan new street networks according to network principles that support safe and convenient trips by walking, cycling and transit.
- Allocate space in the road right-of-way according to the community context, including balancing between vehicle parking, active transportation, transit, or other liveability or environmental objectives—particularly on corridor streets—and apply an equity and inclusion lens to safely meet the needs of all residents.

Rationale

- There remains a need for new street types that complement land use objectives, particularly related to the role of streets in supporting safety of all users, and environmental goals such as tree canopy coverage, stormwater management and greenhouse gas emissions reductions. This will continue the work started through Building Better and Smarter Suburbs to review Arterial and Collector Road cross-sections, for instance for local roads, 30 km/h streets and Traditional Mainstreets
- Street networks can play a role in reducing distance traveled and prioritizing active transportation and transit relative to travel by private vehicle.
- The built environment, including the pedestrian network density, cross-section design and adjacent environment directly influences whether people feel safe and comfortable walking. Pedestrian-friendly design also contributes to creating high quality, well-used public spaces.
- Road design has historically prioritized drivers, without full consideration of equity implications, which has negatively impacted mobility for vulnerable and disadvantaged populations. The needs of these populations typically at risk of exclusion need to be specifically considered as part of the planning of new transportation infrastructure.

Policy Direction 3: Increase transit mode share and ridership by improving multi-modal connections to O-Train and Transitway stations.

- Continue to invest in infrastructure that provides strategic pedestrian and cycling connections to rapid transit stations.
- Support the evolution of OC Transpo Park & Ride lots to further increase the focus on access by walking, cycling and passenger pick-up and drop-off.
- Explore the use of new technologies and business models to provide seamless connections to rapid transit stations.

Rationale

- Improving pedestrian and cycling connections to transit will support transit ridership, public health, safety and a high quality of life.
- Multi-modal park and ride facilities have the potential to further increase transit ridership, improve safety, and move towards a more equitable allocation of public space.
- New technologies and business models, such as e-scooters and bike-share, have the potential to play a supporting role in connecting people with rapid transit, and expanding mobility choices.

Policy Direction 4: Explore new financial mechanisms to respond to changing funding and revenue streams to support the implementation of new sustainable transportation infrastructure.

- Explore the feasibility of meeting funding requirements using existing and new funding mechanisms, for example user fees, parking micro-levies, gas taxes, road tolls and congestion charges, and recommend those that are likeliest to best correspond with the city's state of evolution in shifting mobility patterns.
- Prioritize funding mechanisms that support achievement of the City's sustainable mode share targets and help to achieve land use and transportation objectives, for example higher parking fees in denser areas that are well-served by rapid transit.
- Increase flexibility with respect to how revenues, such as City parking fees, can be spent to support sustainable modes of transportation.

Rationale

- With fluctuations in revenue and increasing costs there is a need for additional funding mechanisms to support implementation of the affordable transportation network.
- A broad range of options should be reviewed, including mechanisms that contribute to managing demand, reducing transportation costs and reducing greenhouse gas emissions.

Policy Direction 5: Work with industry to enhance goods movement within Ottawa in order to align with land use, transportation and economic development objectives.

- Establish a collaborative group that includes government organizations, businesses and industry to discuss and guide future improvements to the goods movement system.

- Facilitate a diversity of contextually appropriate delivery options such as low emission vehicles and appropriately sized vehicles for the urban context.

- Update land use plans to facilitate efficient goods movement, including strategically located intermodal facilities for transferring goods between delivery vehicles.

- Explore opportunities to better accommodate the increase in deliveries related to online shopping.

Rationale

- Within Ottawa, safe, economical, reliable, and efficient goods movement is widely recognized as an essential contributor to the economic, social and environmental wellbeing of residents and the functioning of businesses and government. Efficient goods movement is also required to promote investment.

- Ottawa can also leverage its position between Toronto and Montréal to capture a greater role in distribution and ware-housing, in support of greater economic diversification.

- There is a need to address rapid changes in goods movement, including new technologies and logistical practices and interaction with other street users.

- There is a need to clarify rules, reduce noise and emissions, improve safety and work with industry on the identification of future intermodal facilities.

- There is a need to ensure that goods movement, notably deliveries to retailers and residents, are made by modes and vehicle types that are sensitive to each context.

Policy Direction 6: Leverage emerging technologies and business models, such as low/zero emission vehicles, automated vehicles, shared mobility, and "mobility as a service," only in ways that support achievement of the City's transportation and land use goals.

- Establish a strong policy and planning framework to foster the benefits and avoid the potential negative impacts of new technologies and business models, especially as they might affect automobile reliance and vehicle kilometres traveled.

- Explore innovative approaches to traffic management (such as vehicle-to-infrastructure technologies) and curbside management (e.g. ride-hailing pick-up/drop-off zones) in light of emerging technologies and business models.

- Work with partners to accommodate emerging space-efficient modes, such as electric bikes and electric scooters, without compromising safety or mobility for other street users.

- Collect and manage robust data to underpin transportation planning and efficient transportation system management.

- Support the shift in energy use for transportation away from fossil fuels.
  - » Revise the Corporate Sustainable Purchasing Policy to require low carbon fleet options
  - » Expand the Corporate EV Policy to existing facilities and increase capacity as required based on a monitored usage rate.

Rationale

- Emerging innovations in transportation must be complementary to, and supportive of, the City's land use and transportation objectives established in the Official Plan and Transportation Master Plan.

- The City will seek deployment of mobility innovations not as a way of "greening the status quo" but as a means to accelerate the shift in mobility patterns toward more sustainable modes.

- Emerging technologies and business models will create opportunities and challenges to achieve City goals. For example, automated vehicles may create challenges related to vehicle kilometres traveled, sustainable transportation mode share, downtown congestion and transportation affordability/equity. At the same time, they may present opportunities to improve connections to rapid transit, to enhance safety, to re-allocate space from vehicles to other street users and provide additional options for those who cannot travel by other means.

- Electric bikes and electric scooters are among the space-efficient modes that can help to achieve Ottawa's transportation goals. However, some "micro-mobility" modes (such as e-scooters) are new in Ottawa and there remain unresolved questions, such as where such devices can legally be operated and stored.

- Low/zero emission vehicles can play a central role in reducing greenhouse gas emissions from transportation and meeting the City's greenhouse gas reduction targets.

Policy Direction 7: Actively work to improve inter-city rail, high speed rail, and a stronger regional transit (bus) network.

- Work with the Ville de Gatineau and other adjacent municipalities to improve transit connections and integration with the O-Train and Transitway network.

New
Official Plan

- Secure corridor protection for inter-city passenger rail, particularly for future high-speed rail to link the Mega Region (Toronto-Ottawa-Montréal).

- Explore the potential connections between bus stations, rail stations and the Ottawa airport.

Rationale

Improved inter-city passenger rail, including high-speed rail in the Mega Region, should be pursued in order to:

- Help realize economic benefits of the Mega-Region, particularly in terms of competing for international talent and investment against other large economic clusters.

- Reduce travel times, greenhouse gas emissions and air pollution.

- Increase inter-city travel and tourism.

- Capitalize on Ottawa's relative strengths in the Mega-Region, particularly affordability, access to nature and outdoor activities, central location, access to airport, and existing major employment sectors like government, high-tech, and post-secondary education.

A regional transit network has the potential to:

- Improve connections between the City of Ottawa and surrounding municipalities.

- Replace some personal vehicle trips with transit trips, which would increase ridership, and reduce congestion and emissions.

BIG MOVE 3 — URBAN AND COMMUNITY DESIGN

Improve our sophistication in urban and community design, and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

Elements

- Planning framework
- Urban design and built heritage, and culture
- Secondary Plans (urban and rural)
- Rural Policies

Description of Theme

This paper discusses the importance of urban and community design throughout the City of Ottawa as one of the preconditions of successful urban planning. The City's neighbourhoods comprise the majority of Ottawa's urban area, so the policies that guide their evolution into compact complete communities are of high importance. This paper sets out the preliminary policy directions to recognize and plan for the different contexts within Ottawa's boundaries: downtown core, inner urban, outer urban and rural. The new planning framework will be responsive to each context through high-level policy directions targeted to each. The new Official Plan will have new land use designations, new approaches for design priority areas and greater emphasis on the City's neighbourhoods. The new planning framework will also set up a planning approach for enhancing the City's major waterways, further protecting heritage and promoting new high impact city-building projects, all to enhance our global recognition and elevate the City as an international destination.

Assessment of current approach

The current Official Plan's policy framework is based on a mid-20th century approach of segregated land uses: employment, housing and commercial uses have their own designated lands distinct from one another. This is a broad-brush approach that is applied across the City regardless of context. It does not account for the rich diversity and texture of neighbourhoods and communities where these land uses are closely intertwined, and offers no guidance as to how to achieve such integration in communities where things are more spread out, so that neighbourhoods can be complete. There have been many challenges with this approach, including with respect to housing. The current policy framework defines it as a singular topic, with no differentiation among the urban, suburban and rural areas. Further, the urban design policies have been set up to manage change by protecting the existing character through compatibility, which is a relevant direction in areas that are already urban but not in areas where a transition from suburban to urban is taking place. Further, the current policy framework, in many respects, allows little room for creativity and flexibility as Ottawa grows into an internationally-recognized City.

Proposed Policies and Rationale

Policy Direction 1: Recognize the Importance of our Status as a Capital City

Create a policy framework that acknowledges the city and capital are one, that we are the country's capital city, that we are part of a large metropolitan region in the Canadian context, and that our approach to urban and community design should be of a quality and caliber that correspond with the image we want to maintain and strengthen.

Rationale

- Our policies need to acknowledge our role as capital and how we collaborate with the federal government, and recognize the overlapping but consistent approaches in National Capital Commission and other federal planning documents that contribute to the image of the city.
- The policies will recognize that our city is a place for all Canadians and link to our new civic branding.
- The polices will recognize the importance of collaborating with Gatineau in the areas of common interest that define our image and stature as an important metropolitan region.

Policy Direction 2: Reflect our Diversity as a City of Communities

Create a context-sensitive planning policy framework that reflects our diversity as a city of communities, supported by a context-sensitive

mobility framework. The policy framework will be based on context and built form, articulate goals and directions to guide the future development of communities in a way that is appropriate within each urban/suburban/rural context, and align the planning goals and objectives for each context area with corresponding transportation goals and objectives.

Rationale

- The designations currently used in the Official Plan, such as General Urban Area or Mixed-Use Centre, are used generically across the entire city in a 'one size fits all' approach. The continued use of these designations does not provide context-specific detail to guide the evolution of areas of the city into complete, liveable communities. A context-based policy framework based on the context and type of place can provide focused direction to contexts like:

  » the downtown core;

  » the inner urban area;

  » the first ring of post-War neighbourhoods (soon to become transit rich and ready to evolve into greater urbanity);

  » late 20th and early 21st century neighbourhoods (where no immediate change is anticipated);

  » greenfields (where complete communities should be designed and built from the start); and

  » the rural area (villages, rural and agricultural areas, resource areas, natural areas).

- The form and context policy framework will also allow everyone to understand the city by its shape and functions. The urban area has nodes, corridors, neighbourhoods and special districts. Each node is different, from a very local neighbourhood node to major hubs of employment or transit transfer. And each area of the city is at a different stage in its evolution, such that a downtown neighbourhood is not the same as a late 20th century neighbourhood, and each should have the policy guidance that fits their context and direction. Similarly, the rural area has villages, agricultural areas, natural areas, resource areas and employment corridors.

- A liveable city is a city of distinctly identified neighbourhoods. Fostering this identity is particularly important for a city and region that will grow to the 2-3 million population range. Neighbourhoods are also pivotal to the construction of the city's overall identity - essentially providing a palette of urban variety which represents choice in urban form and context that is attractive to new residents. Further to this, Official Plan schedules should include neighbourhood names, and the notion of neighbourhood should be reintroduced in the planning vocabulary of the Official Plan. This will help the City develop better tools and understandings to be able to plan at smaller scales.

- To meet mobility and mode share targets in a City as large and diverse as Ottawa, contextual goals and objectives are necessary. Where rates of walking, cycling, and transit use are already high and can be further increased, policies for street design, transit levels of service and active transportation facilities must be concurrent. In areas where the City wishes to see an evolution toward higher use of transit and active modes of mobility, transitional goals and policies for the design of roadways and active mobility facilities, and levels of transit service, must be concurrent. In new neighbourhoods where the opportunity exists to build complete communities that are fully supportive of active modes and transit, concurrent policies and goals in all areas of transportation must match.

- The design of our mobility network, including right-of-way design, active transportation facilities, transit levels of service and mode share targets, should match each of the city's urban and rural communities.

Policy Direction 3:
Cultivate Our Image: Skylines and Views

Current formal protection of views of the Parliament Buildings will continue, however the policy framework will provide for the identification of additional views that should be protected in the future. New policies will recognize the impact of clusters of tall buildings on the skyline of the city.

Rationale

The city's evolving skyline, its geographic extent, and the rising interest in addressing city image matters in a more holistic way to encompass important views, perspectives, entranceways, silhouette construction and framing of vistas, are matters that should continue to form part of our urban design narrative and framework, and its level of sophistication should be on par with those of other world capitals where attention to similar maters contributes greatly to city image.

Policy Direction 4:
Protect and Nurture our Heritage

Strengthen the protection and conservation of cultural heritage resources across the City through the designation and listing of individual cultural heritage resources and the designation of heritage conservation districts under the *Ontario Heritage Act*. Encourage the adaptive re-use of designated heritage buildings to ensure their ongoing role in the urban fabric through collaborative planning processes with development planners and others. Provide financial and other incentives to assist property owners in the conservation of their properties. Develop and implement a Heritage Management Plan that supports the Official Plan's overall policy directions and growth management strategy. Continue to use all available tools under the *Ontario Heritage Act* to identify and protect properties that are important in creating a sense of place and defining Ottawa and its neighbourhoods.

Rationale

- A Heritage Management Plan will provide direction as to how the dual objectives of preservation and conservation of the City's cultural and built heritage can be leveraged to support the goals of intensification and ongoing regeneration of the existing built-up area, taking context into account.

- The Heritage Management Plan will be a comprehensive document outlining strategies for the identification, conservation and management of the city's cultural heritage resources, including all properties on the Heritage Register, and unidentified and potential heritage properties. The Heritage Management Plan will also include policies regarding development adjacent to Rideau Canal and Central Experimental Farm National Historic Sites; requirements for Cultural Heritage Impact Statements and other matters crucial to the wise management of the City's heritage.

- Many heritage buildings such as churches and schools no longer serve their original function but retain status within their neighbourhood as local landmarks that from part of the urban fabric. Finding alternate uses for these structures will ensure they continue to enrich Ottawa's urban fabric.

- Stewards of heritage properties often face extra costs when undertaking the restoration and conservation of their properties.

- The city may identify buildings that have not been previously designated or listed by the federal government as being of cultural heritage significance.

- Many federal heritage resources are emblematic of the city's image and valuable components of their streetscapes, and this should properly be reflected in the City's planning documents.

Policy Direction 5: The Design of our City— Built Form and Public Spaces

Provide policies that strengthen the City's urban design toolkit, including new high-level direction for both built form and public realm, and develop appropriate implementation mechanisms.

Rationale

- It is becoming increasingly important to improve transitions between Capital spaces and City spaces in a way that is seamless, integrated, and of high design quality.

- Ultimate success in delivering quality urban spaces lies with achieving a high degree of integration between right-of-way design, public realm design and built environment design, with an emphasis on community-friendly street design.

- At a neighbourhood scale, achieving better infill, building on the work of the past decade and through the ongoing work of the Building Better Infill program, is a key factor of success in regenerating the existing built-up area.

- Designing new neighbourhoods and new communities as complete, 15-minute neighbourhoods, building on the work of the Building Better and Smarter Suburbs program and related projects, will allow suburban communities to be more complete from the onset.

- Of special importance is strengthening our toolkit to protect trees.

- The new Official Plan can continue to provide high-level direction for built form to address highrise buildings, and begin providing direction for mid-rise, low-rise, and major institutional buildings, based on the context as described in Directions 1 and 2.

- Direction should also be provided for public realm, including responsibilities of private development and guidance for municipal capital investment.

- To further integrate all elements of community planning, providing direction on park policy for downtown core, inner urban, outer urban and rural context will be an additional element of the policy framework. The current park policy in the Official Plan does not fully address context and the City's Park Development Manual coarsely defines park typologies, but further direction is needed:

  » **Downtown core and inner urban area:** A network of urban parks, even small ones, can provide recreation amenities for all ages by having each park doing a few things well. To invite people to spend time in urban squares and parks, the quality and design is important.

  » **Outer urban area:** Recognize the land-efficiency principles of Building Better and Smarter Suburbs for parks planning in new communities. Provide a range of park sizes and strengthen the City's ability to secure parkland and recreation in greenfield development. Update service levels (from their current 2002 version) to guide the need for larger parks with sports fields, pools, tennis, etc. Support co-location and use of portions of parks for emergency stormwater conveyance and storage.

  » **Rural area:** Locate parks in villages and continue to explore partnerships for natural areas.

Policy Direction 6: Design Priority and High Impact City-Building Projects

Identify Design Priority Areas that have a significant impact on the identity and character of the city. Differentiate the Design Priority Areas to recognize the different contexts they might represent (e.g. Downtown Core, Inner Urban, Outer Urban or Rural). Provide enabling policies and strategic directions in the Official Plan to recognize, encourage, and facilitate the delivery of high impact city-building projects across the city.

Rationale

- The current Official Plan identifies Design Priority Areas as the City's intensification target areas. Special attention is required for additional important areas of our City that have a significant influence on the identity and character of the City. Areas such as the scenic routes, major waterways, and important historic, cultural and tourist destinations including the rural cultural landscape, will be evaluated for their inclusion.

- The Design Priority Areas will also be analyzed to identify the different contexts and objectives for the areas. Currently all the areas are treated the same, however the City has a number of distinct urban and rural contexts that require a differentiation in objectives and desired outcomes.

- Globally recognized, high-impact city-building projects are important to the long-term sustainability and competitiveness of our economy. The type and scale of these projects that are rare and exceptional opportunities that elevate the City and its global visibility, and helps it be a more attractive and distinctive destination for business, tourists and investment. These globally recognized, high impact city building projects (both private development and public infrastructure renewal projects) will be encouraged in the new Official Plan by providing a policy direction that explains what they are and what they aren't, boosts creativity in design rather than conformity to the rules while not jeopardizing the City's overall approach when dealing with growth and change.

Policy Direction 7:
Develop an Urban Parks Strategy

Develop a strategy, neighbourhood by neighbourhood, to identify new parks and other public spaces and upgrades to existing parks to provide active recreation and cultural expression in the inner urban area undergoing intensification. The anticipated legislation as a result of Bill 108 will introduce a new system.

Rationale

- The Official Plan provides direction on parkland dedication but not on recreation amenities (playgrounds, basketball, community centres etc.). The current approach in high-density areas is site-by-site, directing staff to secure urban parkettes/plazas from large development sites and take cash-in-lieu instead of parkland. The urban parkette/plaza typology is typically focused on providing seating. Some Community Design Plans, Secondary Plans and site-specific policies identify preferred locations for new parks and existing parks, but they do not consistently offer guidance on active recreation needs.

- The City needs a more deliberate and structural approach to coordinate decisions in neighbourhoods that are expected to change. With Bill 108, the City can expect less land and funding for active recreation. This means that knowing what the City needs and where is important.

- This could include a needs assessment to identify which neighbourhoods have gaps in recreation, culture and leisure lands and facilities and recommend approaches to provide opportunities/amenities at the neighbourhood scale.

- This strategy may include renewed partnerships with the NCC on possible diversification of the use of certain federally-owned green spaces in key locations.

Policy Direction 8:
Increase Emphasis on Culture in the Plan

Provide new policies throughout the Plan that recognize that a liveable city fosters and supports cultural expression, identity and social connection. Policies to support culture will also recognize that Ottawa is the national and international stage for Canadian, Indigenous and world culture, and has its own distinct urban and rural cultures as well. Policies that support a diversity of cultural industries and cultural offerings will be included in the plan.

Rationale

- A liveable city is based on the understanding that places exist for social and creative activities by all residents. It is necessary for the City to ensure that culture/sport/open space exists locally for expression, health and interaction.

- Cultural planning is a consideration for community spaces, in neighbourhoods and community level plans and at the Plan level for the entire city.

- The inclusion of cultural policies in the Plan can foster a sense of identity and belonging and promote equity and inclusivity. This is particularly significant for the indigenous communities and new immigrant communities.

- Public art is an important element of placemaking. It has the power to define a community and create a unique sense of place. It can enhance the urban fabric of a community by creating landmarks, recognizing local culture as well as global influences and contributing to social and economic vibrancy.

- Specifically understanding, recognizing and promoting local cultural expression as a way to strengthen the city's identity, and allowing that identity to find expression in the built environment and in the public realm, also helps the city achieve context-sensitivity in its planning framework.

- Cultural assets can be included in new development and redevelopment including: the adaptive reuse of brownfields, development of vacant and/or underutilized sites; and in the expansion or conversion of existing buildings; and mixed-use developments.

BIG MOVE 4 CLIMATE, ENERGY AND PUBLIC HEALTH

Embed public health, environmental, climate and energy resiliency into the framework of our planning policies.

Elements

- Public Health
- Natural Heritage and Parks
- Climate Adaptation and Resiliency
- Energy

Description of Theme

The future livability of Ottawa—its economic vitality, its social cohesion, and the well-being of its residents—depends upon a healthy natural and built environment that is energy efficient and can adapt to a changing climate. These elements must be embedded in policies and actions that change how Ottawa grows, works, moves, feeds itself, heats and cools its buildings, raises its young, cares for its old, and supports inclusion.

First and foremost, livable communities must foster health and well-being. Ottawa is changing in many respects, including the social and cultural make-up of communities, an ageing population, climate change, shifts in the economy, and the need for an evolving urban form and sustainable mobility options. Many of these changes will have far-reaching and long-lasting impacts on people's health and well-being. Ottawa, like the rest of Canada, is facing growing health challenges with accompanying rising health-related and societal costs. Health care is one of the biggest provincial expenditures. Rising levels of chronic diseases such as diabetes, heart disease and cancer are the leading causes of death in Canada. These diseases are linked to physical inactivity, unhealthy eating, and obesity, all of which are influenced by the built environment. Mental health challenges are rising, including societal issues of social isolation and loneliness. Climate change and extreme weather impacts are increasingly felt through extreme heat and cold events, resulting in human health impacts including hospitalizations and deaths. Traffic-related air pollution, as well as injuries and deaths related to motor vehicles, underscore the need for land use and transportation systems that are oriented to reduce vehicle use and promote sustainable modes. All these health challenges can be reduced through intentional Official Plan policies that promote well-being. We know that the built and natural environment are two key determinants of a person's health. Applying a health lens to community building and planning is a critical approach for ensuring we create built environments where people can thrive and live their lives to the fullest.

This integrated approach to planning becomes even more important as awareness grows of the adverse health impacts of climate change and the role of the built environment as an important mechanism for mitigating and adapting to emerging health challenges. The Inter-governmental Panel on Climate Change (IPCC) states that humanity has little more than a decade to take the bold actions necessary to avoid the most extreme impacts of climate change. A report released in early 2019 by Environment and Climate Change Canada further shows that Canada is warming at twice the rate of the rest of the world, especially in the Arctic. Ottawa City Council has acknowledged the urgency of these issues through the declaration of a climate emergency and has committed to reviewing current greenhouse gas emission reduction targets. Regardless of future emission and energy reductions, we need to adapt to a much warmer climate with more variable and extreme events such as heat waves, intense or prolonged rain, freezing rain or wind storms. We are now changing and building the communities, homes, offices, businesses, pathways, roads, and infrastructure that will serve us to the end of the century and beyond. We are choosing how much energy will be required to power our community and how it will be obtained and consumed. With the growth of our shade trees measured in decades, we need to protect tomorrow's urban forest today, and grow that forest through smart planning and planting. Ottawa's new Official Plan must provide the policy foundation for progressive actions if we are to be a healthy, livable, prosperous, and resilient city for all.

Assessment of current approach

Public health, natural environment, climate, and energy are governed by a variety of laws, regulations and policies at the provincial and federal level. They include the *Planning Act*, the *Clean Water Act*, the Ontario Public Health Standards, the *Endangered Species Act* and the *Municipal Act*. The *Planning Act* (and the Provincial Policy Statement (PPS) issued under that *Act*) provide guidance on planning matters of Provincial interest. The PPS directs municipalities to develop healthy, livable and safe communities. It calls for efficient land use patterns

that support active transportation, provides for energy conservation and efficiency, improves air quality and reduces greenhouse gases. It encourages a mix of uses and housing types, and housing which is affordable to low- and moderate-income households. The PPS requires municipalities to consider the potential impacts of climate change and to reduce risks from climate events, such as flooding or droughts. It requires consideration of climate resiliency in matters such as stormwater management and green infrastructure, adaptation measures such as the retention and planting of shade trees, and management of increased risks from natural hazards such as flooding. It requires consideration for the natural environment.

The Official Plan, in turn, includes a comprehensive suite of environmental policies. It includes sections dedicated to infrastructure, air quality, climate change, water, greenspaces and parks, the natural environment, and endangered and threatened species. In general, the Official Plan has served Ottawa well. However, it no longer appears adequate to address the pace of environmental, social, and economic change facing Ottawa as it grows beyond one million residents and deals with the global pressures discussed in Beyond 2036. For example, health is not deeply embedded under the current Official Plan. The OP includes policies that address specific health hazards such as noise and vibration, but it does not explicitly address the underlying built environment conditions that are needed to sustain long-term health. It includes strategic directions around affordable housing, active transportation, climate change, and energy, but does not always support those directions with implementing policies.

The following proposed policy directions would bring greater urgency and action to these issues.

Element 1: Public Health

Policy Direction 1: Advance human health through Official Plan policies

The new Official Plan should intentionally foster built environments that promote human health and well-being as a central goal to creating a livable and resilient city. Health must be foundational to the new Official Plan, with policies that contribute to creating more inclusive, walkable, and sustainable environments, as described in Directions 2, 3 and 4 below.

Rationale

The Official Plan can influence the development of healthier communities and promote positive health outcomes through policies that affect the other Big Moves, including growth, mobility, urban design, the natural environment, and the economy, in addition to other policy documents, Master Plans, guidelines and tools. The polices will recognize the importance of collaborating with Gatineau in the areas of common interest that define our image and stature as an important metropolitan region.

Policy Direction 2: Design and build inclusive, all-age communities.

Make inclusion an explicit consideration in planning policies through designing communities and places that meet the needs of children, older adults, and those who are at greater risk for negative health and well-being outcomes.

Rationale

- Inclusive, age-friendly design improves the City's vibrancy, resiliency and builds community health and well-being. This includes improving the range of housing within communities to include options that are affordable across income ranges and meet housing needs across the lifespan. It requires designing safe and convenient pedestrian, cycling and transit infrastructure that is well integrated in an environment with a mix of land-uses. It includes urban design that fosters an inclusive public realm that creates spaces for people of all ages. This is supported by Big Move 3's policy direction on context-sensitive planning and good urban design.

- Neighbourhoods that are designed to be inclusive and accessible on foot for children, older adults, and the more vulnerable, help to ensure that communities are built for everyone, meet needs across the lifespan, and contribute to the overall health and quality of life. Age-friendly design for a range of generations helps ensure people can age-in-place in their communities. Providing housing for a range of income levels and backgrounds fosters inclusive places for everyone and builds community resiliency. Transportation networks are healthy when they support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, active transportation infrastructure and sustainable mobility options.

- The Official Plan will require revisions and additions to enable the policy direction, including but not limited to statements of intent and desirable outcomes. Much of this policy direction will be implemented through Official Plan policies related to urban design, housing, and mobility.

Policy Direction 3: Build walkable, 15-minute neighborhoods

For new communities, build dense, compact, well-connected, walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to food, schools, employment, greenspaces and pathways. Support evolution of existing communities into walkable, 15-minute neighbourhoods.

Rationale

Walkable, 15-minute neighbourhoods will help reduce car dependency, promote social and physical health, and sustainable communities. Ensuring that housing is close to local shops and services,

with a street and pathway network that facilitates active transportation and discourages the local car trips, will promote the health, sustainability and economic vibrancy of communities. Appealing urban design and aesthetics – the look and feel of a street and its adjacent land uses – affects how people use streets and choose to travel on them. Walkable communities foster social connections and mental health, reduce injuries and chronic diseases, and make them more resilient to climate change. It will make healthy choices easier choices.

Policy Direction 4: Design sustainable and green communities

Adapt to climate change, reduce exposure to air pollution, mitigate urban heat islands, and promote urban agriculture and active lifestyles through the provision of parks, greenspaces, natural areas, and trees, as well as sustainable building design.

Rationale

- Parks, greenspaces, natural areas, and trees affect health in many ways. The equitable and inclusive provision of adequate greenspace in neighbourhoods is vital in cooling the air, reducing stress, contributing to the reduction of chronic diseases, promoting mental health and physical activity among all age groups, providing relief from urban noise, mitigating flood risk, and enhancing water quality. Active transportation is promoted when transportation corridors are lined with trees.

- Breathing air pollution can lead to a wide range of health impacts that include tiredness, headaches, worsening of asthma symptoms, allergies, chronic pulmonary disease, certain cancers, heart attack, stroke and other cardiovascular diseases. The presence of trees has measurable impacts on public health as trees capture and filter air pollution, thereby reducing hospitalizations and even deaths. Air quality benefits can be obtained by increased separation between transportation corridors and sensitive land uses with outdoor areas such as daycares, schools and senior residential homes.

Element 2: Natural Systems

Policy Direction 5: Protect and Grow the Urban Forest

Protection and growth of the urban forest canopy and its ecosystem services is an explicit goal and priority for the City.

Rationale

- Maintenance and growth of the urban forest canopy is critical for making Ottawa the most livable mid-sized city in North America. In Ottawa's Urban Forest Management Plan, Council has recognized the central role of the urban forest for the achievement of the City's climate adaptation and resilience goals, its energy goals, and its public health

goals, through the provision of ecosystem services such as shade, reduction and mitigation of urban heat island effects, reduced urban run-off, and mental and physical health benefits. To achieve these goals, the OP must recognize the urban forest as infrastructure and a valued asset, giving it equal consideration to other infrastructure in planning and development processes and decisions. Currently, it does not do so.

- The OP must state that the urban forest will not be compromised by growth and intensification. It must provide direction for early consideration of trees in development and infrastructure projects, and guidance on tree issues to City staff and the Committee of Adjustment. It must support outreach and private stewardship.

Policy Direction 6: Consolidate the Rural Natural Heritage System

Ottawa's policies and plans for its rural natural heritage system have evolved in a complex process, through formal policy development, individual planning decisions, Ontario Municipal Board (OMB) rulings and directions, and OMB appeal settlements. This has resulted in some loss of focus and integration. In addition, emerging issues such as the impacts of climate change on water resources, increasing risks of wildfire, renewable energy development, a changing rural economy, and evolving Provincial policies for wetlands and species at risk create the need for a policy review. The new Official Plan will update and consolidate the natural heritage policies for the Rural Area.

Rationale

- Identification and protection of Ottawa's natural heritage system is a provincial requirement. Most of this system lies in the rural area, where a healthy, connected network of natural landscapes and habitats supports biodiversity, provides resiliency to the impacts of climate change, provides critical ecosystem services such as flood protection and drinking water protection, supports the rural economy, and forms part of Ottawa's rural character.

- The review will consolidate overlapping or redundant policies, integrate surface water and source water protection policies with natural heritage policies, and introduce policies in response to new and evolving environmental issues and requirements, including mitigation of wildfire risk, climate change, renewable energy generation, the Provincial Wetland Strategy, and conservation of species at risk.

Policy Direction 7: Revise and rename the Greenspace Master Plan as the Parks and Greenspace Master Plan

The 2006 Greenspace Master Plan will be revised and updated as a Parks and Greenspace Master Plan (PGMP). Although the

Greenspace Master Plan has proved very successful at guiding the growth and development of Ottawa's urban greenspace network, it requires revisions to fulfill its new role as a Parks Plan and to reflect the evolution of Ottawa's urban environment. Most obviously, the mapping requires updating to include Ottawa's newest suburbs, parks, and greenspace. The new PGMP will need to address park objectives and service levels. This includes both the growing deficit in public park space and the higher costs of park development in the downtown core and inner urban area, where intensification is increasing pressure on facilities. It must reflect the location and future evolution of parks and greenspaces within their context: downtown core, inner urban, outer urban, and rural. It must reflect the most recent science on the public health benefits of accessible urban greenspace and its importance for climate mitigation and adaptation, as well as green infrastructure. It must support the Urban Forest Management Plan.

Rationale

- The new Provincial Bill 108 alters and removes certain park funding and dedication tools within the *Planning Act* and *Development Charges Act*. The impact of Bill 108 on the City's ability to acquire and fund development of parks will depend greatly upon subsequent regulations under these *Acts*. The Parks and Greenspace Master Plan will need to reflect the current parkland deficit and the impacts of Bill 108. In general terms, it will need to consider how much parkland dedication is required in different planning contexts: the downtown core, the inner urban area, the outer urban area, and the rural area. It should support a needs and supply analysis: i.e., a gap analysis of recreation needs in the context of geography, demographics, and recreation service levels (last updated in 2002).

- Such an analysis would enable a neighbourhood by neighbourhood strategy to identify new parks, upgrades to existing parks, and other public spaces to provide active recreation, especially in the downtown core and inner urban area. It should support a review of funding methods and options for park and facilities development, including new approaches such as partnerships with private developers (e.g. recreational facilities in condominium podiums) and the sale of air rights above community centres for housing development. It should encourage and support the inclusion of active recreation in major city-building projects such as the redevelopment of Lebreton Flats.

Element 3: Climate Adaptation and Resiliency

Policy Direction 8: Design and build communities to reduce the impacts of extreme heat and reduce the urban heat island effect.

Changes to the Official Plan will support and enable the reduction and mitigation of extreme heat through planning and design, including the retention and planting of trees, the installation of cool (reflective) or green roofs, and the use of reflective materials in parking lots. Mobility planning will include the provision of shaded local connections. Park and public realm planning will incorporate shaded protection and opportunities for heat relief for users. Heat maps and community-level mapping of those at risk of negative health and well-being outcomes will help direct interventions to where they are most needed, and to measure the effectiveness of those interventions.

In addition to setting policy direction and outcomes in the Official Plan, changes may be required in other policy documents, by-laws, and tools, including the Transportation Master Plan, Greenspace Master Plan, the Property Standards By-law, the tree by-laws, design guidelines, and other planning or development study requirements.

Rationale

- The number of extreme heat days is expected to increase from 10 to 49 days per year, with midday temperatures up to 37.7°C and limited cooling at night. Vulnerable populations at risk from extreme heat include the elderly, the young, those with health conditions, occupational groups that work outdoors, physically active people, and those living without air conditioning. Of particular note is projected growth in the proportion of Ottawa's population over the age of 65, which will increase substantially the numbers of people at risk— people who also tend to be more socially isolated.

- Our built environment must be designed to reduce heat-related illnesses and deaths, and enable active transportation, transit use, and outdoor recreation in all weather conditions.

Policy Direction 9: Reduce Flood Risks and Their Impacts

The OP will ensure policies and procedures for stormwater and flood risk management consider projected future rainfall patterns and the cumulative impacts of growth and re-development to reduce the impacts of flooding on people and property. The OP and the related Infrastructure Master Plan renewal will examine the effectiveness of current flood risk measures under future climate conditions, including more variable rainfall patterns and extreme events and revise as needed. The OP will build community resilience to riverine flooding by ensuring that new communities have identified flood-plains prior to approval and requiring enhanced floodproofing in new development or redevelopment in areas at risk of flooding in

New
Official Plan

extreme events. It will build community resilience to urban flooding by ensuring no new net impacts on runoff from new development or redevelopment (including individual lots) and requiring enhanced floodproofing in new development or redevelopment in areas prone to urban flooding.

In addition to setting policy direction and outcomes in the Official Plan, changes may be required in other policy documents, by-laws, guidelines and tools, including the Infrastructure Master Plan, Community Design Plans, Master Servicing Studies, design guidelines, other planning or development study requirements, and development agreements.

Rationale

Flooding is now the costliest type of natural disaster in Canada. Floods damage property, threaten infrastructure, contaminate drinking water, and erode shorelines. People face immediate and long-term impacts on safety, food, shelter, financial costs, and mental health. Along rivers and streams, new development is protected by regulatory floodplain limits established according provincial standards. In other urban areas, the City uses flood risk mapping, stormwater design stress tests, and building requirements such as backwater valves, sump pumps or building elevation to reduce flooding risks (including basement or overland flooding). In existing flood-prone neighbourhoods, flood remediation plans introduce corrective measures such as inlet control devices in catchbasins and disconnecting roof and foundation drainage from sanitary sewers where feasible.

Policy Direction 10: More Resilient Homes and Communities

To encourage new and re-developed buildings to be built to reduce energy consumption and to be more resilient to higher temperatures and extreme events, policy direction and outcomes must be set in the Official Plan. Additionally, tools such as a High-performance Development Standard would need to be developed either as a stand-alone tool or integrated into a consolidated resiliency report that integrates energy, health, and climate requirements. Changes may also be required in other policy documents, by-laws, and tools, including the, Greenspace Master Plan, design guidelines, and other planning or development study requirements (e.g., Environmental Noise Guidelines).

Rationale

- As discussed in the energy policy directions, we must move from simply encouraging sustainable site and building design to influencing it through the City's development application and review processes, and through leadership in its own capital planning requirements. Design criteria must include features that build resilience to future climate conditions.

- Municipalities such as Toronto, Halton Hills, Vaughan, Richmond Hill and Durham Region have employed a High-performance Development Standard or similar tools to provide clear, consistent expectations for both private and City-led development.

- The Official Plan and supporting documents must require City leadership in the design and construction of City facilities. They should require climate resilient design, including measures to reduce the risks from flooding, wind damage, power outages, and extreme heat. They should support and enable incentives for design and construction that exceed the basic requirements of the Building Code.

Policy Direction 11: Resilient Infrastructure

The Official Plan will include policies and outcomes to enable the application of a climate lens to asset management planning, infrastructure standards, and capital project design. This includes the management of green infrastructure as City assets, increased use of low impact development features as specified in the Infrastructure Master Plan, subwatershed plans, or Master Servicing Studies, and consideration of future climate conditions in subwatershed management plans, environmental management plans, and other environmental or natural heritage planning studies. Changes may also be required in other policy documents, by-laws, and tools, including Comprehensive Asset Management, the Infrastructure Master Plan, the Transportation Master Plan, the Greenspace Master Plan, and other planning or development study requirements, to build the resilience of infrastructure to future climate conditions and extremes and enhance the use of green infrastructure.

Rationale

- The bulk of Ottawa's infrastructure was planned, designed and built under a set of assumptions that are now being challenged by emerging climate change projections. Long-term planning, operation and renewal of the City's infrastructure assets must consider future projected climate conditions, such as increased temperatures, high winds, increased freeze—thaw cycles, and more variable rainfall.

- Infrastructure refers to both grey infrastructure (e.g. roads, pipes and buildings) and green infrastructure. Green infrastructure includes natural assets such as forests, wetlands, trees, ravines, watercourses, parks, and other natural areas that provide physical services (e.g., shade, runoff reduction), as well as human-made features such as bio-retention swales, permeable paving, and green roofs that mimic natural processes.

- Human-made green infrastructure is also called low impact development (LID). LID is increasingly recognized as a key stormwater management strategy for complementing and enhancing the services provided by grey infrastructure. Under the appropriate site conditions, LIDs can effectively protect water quality and reduce erosion, with air quality, heat island mitigation and biodiversity co-benefits.

Element 4: Energy

Policy Direction 12: Smart Energy Planning and Development

Adopting land use, transportation and community energy planning policies and practices that fulfil Council's adopted targets for greenhouse gas emission reductions, means that the Official Plan will need to incorporate the City's energy efficiency, conservation and GHG reduction targets, and to carry those targets forward into Community Improvement Plans, Secondary Plans, Plans of Subdivision, as well as collaboration on local and regional energy plans prepared by external stakeholders. The Official Plan will support and enable amendment of the Corporate Green Building Policy to include energy efficiency, conservation, and GHG reduction targets. It will also support development and implementation of a High-performance development Standard that sets out sustainable design elements for building exteriors with options to apply renewable energy technologies to improve building thermal performance. It will support and enable amendment of the Site Plan Control By-law, planning application requirements, and development review processes on matters related to sustainable design. It should also support the application of financial incentives and tools such as Local Improvement Charges (LIC) for retrofits to existing buildings and other green energy projects.

Rationale

- Many municipal decisions made today can have lasting impacts for the future. In the case of infrastructure investments and land use plans, particularly those related to intensification in urban areas, density in greenfield areas, and the creation of complete low carbon communities, the resulting environmental benefits will have lasting benefits for centuries to come.

- New buildings built today will carry their emissions profile with them for the next 50+ years. As of 2016, existing buildings and transportation accounted for 90 percent of Ottawa's total community-wide greenhouse gas (GHG) emissions. Achieving significant emissions reductions through land use, transportation and energy planning will require:

  » Managing growth in Ottawa to limit energy use (natural gas, electricity, gasoline, diesel, propane, etc.)

  » Aligning community and energy planning to ensure that the City has sufficient energy where required

  » Ensuring that the energy Ottawa imports is minimized and is as low-carbon as possible

  » Ensuring that Ottawa's energy system can accept as much renewable energy as possible

  » Embedding emission reduction targets in Master Plans that support the Official Plan (e.g. Infrastructure, Transportation, and Waste Master Plans)

  » Maximizing the energy and emission performance of buildings as part of the review and approval of new or modifications to existing development.

  » Increasing building adaptability, durability, and resiliency as part of major renovations and retrofits to existing buildings.

  » Transforming Ottawa's transportation systems to reduce the reliance on personal vehicles and support the electrification of private and public vehicles (see Big Move 2).

Policy Direction 13: Local Energy Generation, Storage and Demand Management

Although there have been some significant improvements to energy generation in Ontario's grid to reduce greenhouse gases and other pollutants, local energy generation is important to ensuring local energy security and reliability, and to promoting economic development opportunities. To this end, the Official Plan should be revised to incorporate waste diversion measures as part of the review and approval of new development and should identify and protect lands that are suitable for potential development of renewable energy facilities. For instance, Ottawa should use its recovered organic material to produce renewable fuels such as natural gas. It should also support and enable the establishment of renewable energy generation requirements within the Corporate Green Building Policy. It should support negotiations with local electrical distribution companies (e.g., Master Servicing Agreement with Hydro Ottawa) and provincial entities (e.g., Ontario Energy Board and the Ministry of Energy) for local power generation.

Rationale

- Less than 6% of energy consumed in Ottawa is generated in Ottawa. In 2015, Ottawa imported $3bn worth of energy, less than 8% of which was renewable. Imported energy of this magnitude makes Ottawa vulnerable to national and global energy pricing and supply.

- There is a significant opportunity for Ottawa to capitalize on the economic development potential of local renewable energy generation while also achieving the Council's directed GHG reduction targets. Local generation, storage and demand management also have the potential to reduce land requirements for energy distribution infrastructure.

BIG MOVE 5 ECONOMIC DEVELOPMENT

Embed economic development into the framework of our planning policies.

Elements

- Employment lands policies
- Rural policies
- Airport policies
- Public realm

Description of Theme

As the population of Ottawa increases beyond one million, the city will experience the benefits of economies of scale and global linkages that result from being a larger city. New policies in the Official Plan will support opportunities for economic development that will grow the city, implement the Economic Development Strategy, and nurture the growth of Ottawa-based companies. Further to this intent, new policy directions are proposed for employment lands, industrial areas, knowledge-based campuses and in support of rural economic development.

In a global economy, economic activity and innovation are increasingly concentrated in larger economic regions. Ottawa can, with Gatineau, position itself as part of a larger economic 'mega region' that includes Toronto and Montreal, taking advantage of our centrality within Canada's largest urban corridor, and leveraging the greater international access associated with our location within this 'mega region.' At the core of a mega-region is the need for connectedness—the easy flow of new ideas, talent, technology, and investment.

Assessment of current approach

A primary intent of the current Official Plan is to ensure that sufficient land is reserved for places of business and economic activity. However, significant concentrations of employment in Ottawa are located in federal government campuses, hospitals and post-secondary institutions, or single-use business parks. Many of these areas have a Mixed-Use Centre designation or are located along rapid transit lines, but not all of them. Few of those, however, are truly mixed-use districts.

The current Urban Employment Area designation is typically given to clusters of economic activity and represent traditional industrial areas and newer corporate business parks. The intent of the policies for this designation is to reserve lands for such uses in locations with good truck and air access and to provide large parcels of land at affordable prices.

Rural Employment Areas are intended to support and encourage clustering of uses that are not suitable in the Urban Area, Village or General Rural Area. The existing Rural Employment Areas provide for a full range of sectors, including manufacturing, mining (aggregates), construction, agriculture, indoor and outdoor storage, transport and logistics. There may be further opportunities for transport, logistics and distribution at highway interchanges for inter-regional goods movement.

Proposed Policies and Rationale

Policy Direction 1:
Refine our strategy for locating jobs

Business and industrial parks designated as Urban Employment Area throughout the city vary in form, function, use and surrounding context. Recognizing these variations, the Urban Employment Area designation will be refined into several categories based on identifying characteristics and based on context (in support of Big Move 3's direction on context-sensitive planning framework), with specific goals and policies for each. The categories could include:

- **Knowledge-Based** – Characterised by uses such as office, research and development, post-secondary institutions, training centres. Includes specialized knowledge hubs or economic clusters of uses that benefit from being located in proximity to one another, such as Kanata North Business Park. In general, these are Outer Urban locations where the primary challenge is to diversify the mix of uses and reintegrate their large land areas into the general urban fabric.

- **Traditional –** Characterised by uses such warehousing, distribution, construction, heavy industrial, trades and other uses requiring large amounts of land for outdoor storage. These are uses that should be segregated from sensitive land uses. These lands should be protected and preserved for current and future uses and include locations such as the Hawthorne-Stevenage Industrial Area. In the context of preparing the city and greater area to reach a 2-3 million population range, the number and locations of such areas in anticipation of future needs is a key consideration.

- **Non-Traditional Mixed –** Characterised by a mix of employment uses such as office and uses that have traditionally not been considered employment uses that are community-based. Examples of such non-traditional uses would include institutional uses such as private schools, places of worship, indoor recreational uses and stand-alone day care centres. The Kanata South Business Park is an example of a Non-Traditional Mixed area. These are similar to Knowledge-Based areas as they are typically in Outer Urban locations and have the same challenge of diversification and reintegration into the urban fabric.

Rationale

- The current Urban Employment Lands policies generally take a "one size fits all" approach to employment areas of the city and have the effect of suggesting that all employment should be segregated from other uses. This approach is overly restrictive and may not actually be achieving a worthwhile intent in the Ottawa context. In order to maximize the potential of these lands and bolster economic development, a tiered approach would allow for a more refined set of policies that allow a broader range and integration of uses in circumstances where certain types of jobs are actually wanted in locations within communities (such as in hubs and corridors), while continuing to protect land and segregate uses in circumstances where their proximity to residences is clearly not desirable.

- It is proposed to develop new policies that recognize the Ottawa employment base in the new policies. The new policies will recognize that the employment base in Ottawa is different than in other Ontario municipalities. A high proportion of employment in Ottawa is knowledge-based, with the biggest employers being government institutions (all three levels), universities, colleges, hospitals and high-tech. Generally, these uses do not need to be segregated from more sensitive uses, are often integrated into the surrounding community and do not need to be within lands designated as employment lands. The ongoing segregation of these types of jobs is counter-productive to the City's goal of increasing transit use and active transportation, in addition to perpetuating an outdated model that new economy employers and their workers are no longer seeking.

- Sectors like manufacturing, warehousing and distribution play an important role in the Ottawa economy and will continue

to do so. However, unlike in other Ontario municipalities, they are not as dominant in terms of land use and employment as the knowledge-based sector. As the City and greater area continue to grow, adequate provision for enough manufacturing, warehousing and distribution space will play an important role in Ottawa's economy and will continue to do so, however unlike other municipalities in Ontario they will not be as dominant in terms of land use and employment as the knowledge-based sector.

Policy Direction 2: Support the growth and increasingly important role of the MacDonald-Cartier International Airport (YOW) through recognition of its role as our international gateway to the world

- Have YOW designated as a Provincially Significant Employment Zone (PSEZ) to identify this area as a major economic centre.
  - » Establish job targets for the airport centre
  - » Study the potential for full servicing of the airport centre
  - » Plan for the long-term growth of jobs within the airport centre through transit- oriented development along Line 2 of the O-Train

- Identify opportunities to improve connections to the airport which are efficient, user-friendly, and consider local origin and destination nodes.

- Coordinate this approach with the Ottawa International Airport Authority Airport Master Plan, NCC Greenbelt Master Plan, and proposed Riverside South Secondary Plan.

- Ensure that the possibility for potential expansion of airport operations is protected through mitigation of incompatible uses in the surrounding area.

- Investigate the economic potential of the Carp and Rockcliffe Airports and identify what support, if any, the City can provide for long-term growth and success.

Rationale

- The airport is a vital economic engine for the City and region, providing for the movement of goods and people.

- While the Ottawa's Airport proximity to Pearson (Toronto) and Trudeau (Montréal) may limit opportunities to become an international hub in the short and medium term, increasing the number and sustainability of direct routes to international destinations is important in terms of attracting businesses and workers to the Greater Ottawa-Gatineau Area.

- Private servicing is a limitation to long-term economic growth

- Growth pressures in the surrounding area have potential to negatively impact operations if not carefully regulated.

New
Official Plan

Policy Direction 3: Link High-Impact City-Building Projects with economic development

The framework suggested in Big Move 3's preliminary policy direction on High-Impact City-Building Projects is tied as much to economic development as it is to good urban design and city-building practices. The City must embrace these once-in-a-generation projects as opportunities to increase its global positioning and visibility and leverage them as economic generators.

Rationale

Policies for high-impact city building projects are considered in Big Move 3 under Urban Design.

Policy Direction 4: A policy framework that allows a higher degree of business incubation and the development of new sectors

As the City grows and its population diversifies, it is of vital importance that a reasonable amount of freedom be provided for the incubation of new businesses with lowered risk levels from a land use planning perspective. Where new businesses are compatible with, and indeed animate, corridors, hubs and other suitable areas of the city, the land use planning framework should be supportive of risk-taking and cost control.

Rationale

- The land use policy framework can be stifling to small entrepreneurs who must take significant risks to open a new business. Knowing that small business incubation forms part of the City's planning goals and objectives will create a much more favourable context for those who take the risk to venture into business.

- Having supportive policy can significantly lower the costs and risks associated with starting a new small business at a time when cost control can mean the difference between quick failure or stability.

- With the evolution of remote working, maker spaces and other forms of change in employment away from non-traditional forms, the Official Plan needs to contemplate more flexibility in zoning for small scale employment uses in all zones.

- It is also the aim for Ottawa to develop a framework that will place it ahead of other cities, so as to be more attractive to those wishing to start new small businesses, and thereby contributing to expand the City's economic base and pool of locally-owned firms.

Rural Economic Development

Policy Direction 5: Ensure the long-term economic success of agricultural operations by enhancing protection of agricultural lands and the efficient production and movement of goods

Ottawa's agricultural economy can grow significantly in the next few decades, as an export-focused sector as much as to supply our domestic market in the context of a metropolitan population that will grow to the 2-3 million range. Flexibility for farm operations, while ensuring that agricultural viability is not jeopardized, is a key strategic direction. This policy direction will set the stage for the City to:

- Work with OMAFRA to expand Agricultural System Portal to include more Ottawa-based farm and farm-related operations as well as the transportation network.

- Ensure road design in the rural area is adequate to support the movement of farm or farm-related vehicles

- Consider the requirement for Agricultural Impact Assessments (AIA) through the development review process to adequately identify potential impact of non-agricultural development on nearby agricultural uses or the agricultural system as a whole.

Rationale

- The ability to produce, process, and distribute food locally promotes access to local food, and affordability, and reduces dependence on regional and international food imports.

- The protection of the whole agricultural system and not simply the lands themselves is essential to a vibrant agricultural economy.

- Mapping all elements of agricultural production from farm to table will identify each of the components of the agricultural system and their location in rural Ottawa. The mapping will assist in the identification of gaps and opportunities in the local food supply chain.

- The requirement for Minimum Distance Separation calculations is limited in its ability to protect agricultural uses. An AIA would require a review of the local agricultural system and provide direction on how to mitigate potential impacts on that system.

Policy Direction 6: Identify opportunities to increase local food production with new policies to support urban agriculture, including indoor production

Introduce new policies that support indoor and outdoor food production in the urban area, and enable and seek value-added food processing operations to complement the agricultural uses.

Rationale

Policies to support indoor and outdoor food production will increase the amount of food produced locally, reduce our need to import food, and provide new economic opportunities.

Policy Direction 7: Evaluate the potential of rural employment areas

In accordance with the population and employment projections to 2046, the City will calculate the number of jobs to be accommodated in the Rural Area and evaluate the potential of existing employment areas to accommodate them. This analysis will take into account the changing nature of work across the entire spectrum of employment including agriculture, agri-tourism, general tourism (resorts/retreats, outdoor/eco- tourism etc.) and manufacturing, and evaluate the role of rural employment areas to accommodate these types of jobs. As part of this policy direction, the City would also:

- Explore potential for the use of a rural Community Improvement Plan Program to promote economic development

- Pursue a strategy for major employers to provide transportation options beyond a personal vehicle, for example shuttles from nodes like the closest village or urban area, to and from employment area.

- Evaluate the need to increase the supply of rural employment areas

Rationale

- The City should consider how to increase opportunities for varied forms of employment outside of warehousing and distribution, increasing employment opportunities within the rural area

- Encouraging employers to pay for transportation programs will not only reduce vehicles on the roads but also provide employment opportunities to those unable to drive.

Policy Direction 8: Work with the National Capital Commission to ensure best use and management of the Greenbelt

The Greenbelt is a defining feature of both the urban and rural areas of Ottawa and contains a very diversified array of uses, functions, and rural and natural spaces and landscapes. It has a profound impact on the shape of the City and on the provision of services beyond it. Under this Policy Direction, the City would:

- Harmonize the existing OP's Greenbelt policies with the NCC's Greenbelt Master Plan

- Streamline the process for any development proposed, such that the City is an active participant but may not need to undertake a development review process.

- Ensure policies are in place for privately-owned lands within the Greenbelt that are not subject to the regulations of the NCC Greenbelt Masterplan

Rationale

- Current policies in the Official Plan have not been updated since the approval of the NCC Greenbelt Master Plan

- A single process to amend the plans is cost- and time-effective

- Current designations of greenbelt rural, and greenbelt employment and institutional, are unnecessary and could be simplified to 'Greenbelt,' with a reference to the NCC's Greenbelt Master Plan policy framework.