



# New Official Plan



Preliminary Draft: November 20, 2020

## **Official Plan Volumes**

Volume 1 – Official Plan

Volume 2A – Urban Secondary Plan

Volume 2B – Rural Secondary Plans

Volume 2C – Area-Specific Policies

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# Section 1. Introduction

Photo by: City of Ottawa





# Section 1. Introduction

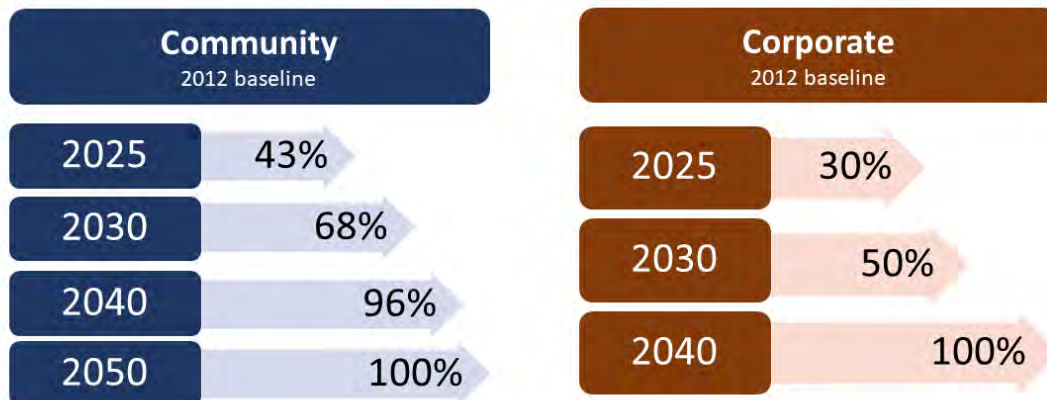
## 1.1 Context

Ottawa's population surpassed a million people in 2019; doubling its population over the past fifty years. With this growth we have seen fundamental changes to who we are as a city - from the growth of Kanata, Barrhaven and Orléans, to amalgamation, then to the repopulation of the downtown core and the rise of urban living, to becoming a more multicultural society, the birth of the high-tech sector, and the new light rail system. We have grown from simply being Canada's capital, to become a vibrant major Canadian city.

By 2046 it is expected that Ottawa's population will surpass 1.4 million people, within an Ottawa-Gatineau region that is expected to grow to over 2 million people. Our vision for the future is that Ottawa will become the most liveable mid-sized city in North America, and Ottawa is well positioned to achieve this vision. We enjoy a high quality of life supported by strong neighbourhoods and cultural communities. We have incredible parks and greenspaces. We have a stable and increasingly diverse economy, as well as extensive educational and health systems.

However, as we grow, we will face significant new challenges. Our growth will need to accommodate a more diverse population and an aging demographic. Ottawa's growth will need to align with community and corporate greenhouse gas emissions reduction targets and take steps to adapt to a changing climate. We will need to find new ways to ensure we can weather crises - be they health, environmental or economic. We will also need to find ways to harness rapid technological change to support local economic development and quality of life. And we will need to find ways of supporting city neighbourhoods and rural communities as healthy, inclusive and vibrant places.

## New GHG emission reduction targets



The Official Plan is a key foundational document that will help us achieve these objectives. The Official Plan directs how the city will grow over time and sets out policies to guide the development and growth of our City. Our new Official Plan positions Ottawa to be flexible, resilient, and above all, a city where people want to live, work and play. This Official Plan will take us to the year 2046, but it also seeks to set the stage for the city to reach a population of 2 million.

## 1.2 Role of the Official Plan

Ottawa's Official Plan is a legal document, adopted under the authority of the *Ontario Planning Act*. It contains the City's goals, objectives, and policies to guide growth and manage physical change to 2046. It also implements the priorities identified in City's Strategic Plan as they relate to land use. Land use direction is both driven by, and has an impact on, Ottawa's health, economy, environment, and sense of community. As such, this Plan provides direction to other city plans such as the Transportation Master Plan and the Parks and Greenspace Master Plan. Official Plan policies are often implemented through these related plans.

## 1.3 Recognition of Algonquin Territory

Ottawa is located on unceded territory of the Algonquin Anishinabe Host Nation. The peoples of the Algonquin Anishinabe Host Nation have lived on this territory for millennia. Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people. Ottawa's indigenous community is diverse, representing many nations, languages and customs.

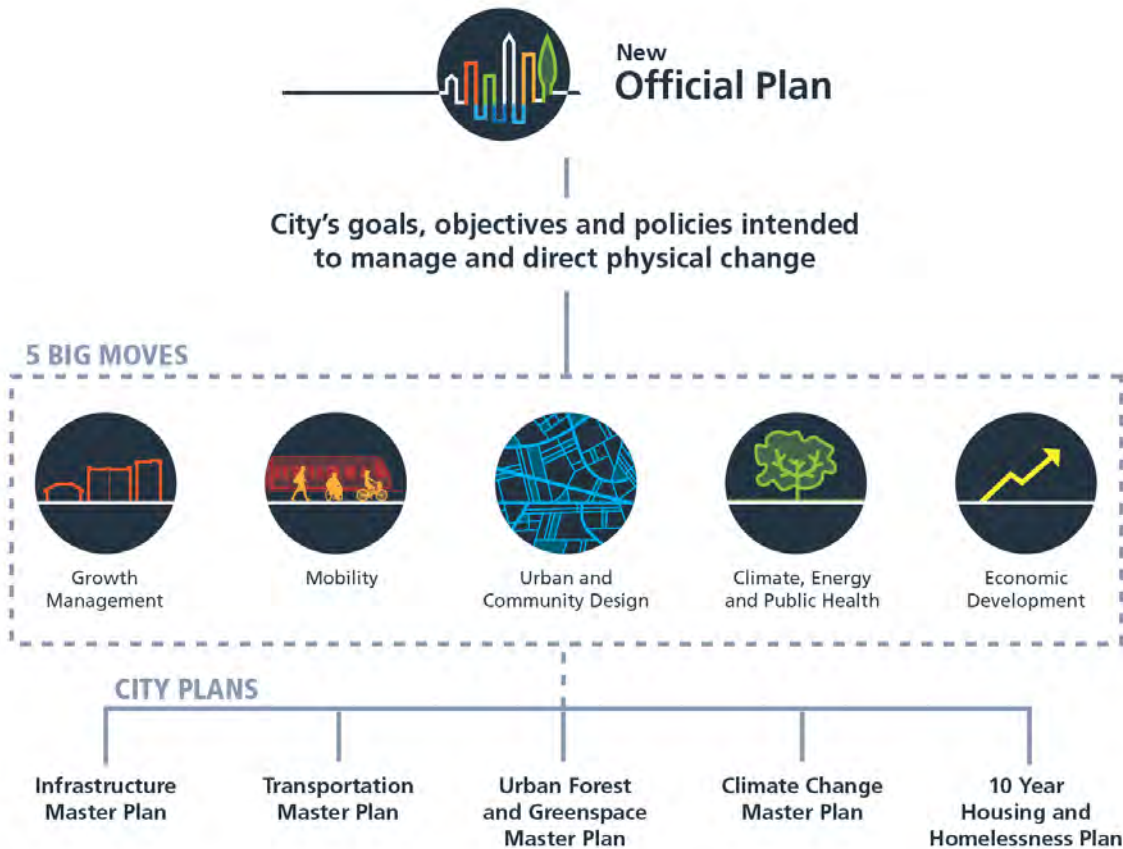
The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

## 1.4 How to use the Official Plan

This Plan contains the City's goals, objectives and policies intended to manage and direct physical change, and the effects of this change on Ottawa's social, economic, built and natural environment. The following should be considered by the reader:

- The Plan is an integrated document. For any individual part to be properly understood, the Official Plan shall be read as a whole, from goals set forth under the "What We Want To Achieve" headings and the broadest strategic policies, to designations, to specific directions for implementation. Unnumbered text, goals, definitions and tables are all operative parts of the Official Plan;
- Every time a policy uses a term that is defined in the Definitions section, its meaning shall be interpreted in accordance with that definition, unless specified otherwise;
- Every time a policy uses a term that is defined in the *Provincial Policy Statement*, its meaning shall be interpreted in accordance with the *Provincial Policy Statement* definition, unless specified otherwise;
- Annexes do not form part of this Plan and are to provide information only for the reader. Annexes can be amended without need for an Official Plan Amendment process;
- The Boundaries of designations in this Plan are approximate and, unless otherwise noted, will be considered as general except where they coincide with major roads, railways, hydro transmission lines, rivers and other clearly recognizable physical features;

- Major roads are defined as provincial highways, city freeways, arterial streets, major collectors, collectors or roads. When other sources of information have been used to establish boundaries of designations, these will be clearly stated within the policies associated with that designation;
- Where a transect or designation boundary coincides with a street or road, the boundary will follow its centreline unless otherwise stated. Where a road boundary changes post-adoption, the transect or designation boundary is interpreted to align to the centreline of the new road location;
- Unless otherwise stated in the policies, when the general intent of this Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan;
- In general, where there are inconsistencies in policies between this Plan and secondary plans or area-specific policies, those policies contained in secondary plans and area-specific policies take precedence;
- Where reference is made in this Plan to documents that rest outside the Official Plan, such as Provincial or Federal Acts or other legislation, or to other documents that are not part of the Official Plan, it is understood that it is the latest approved version of the documents that is being referenced, unless otherwise specified;
- The indication of any proposed roads, bridges, parks, municipal services or infrastructure in policy text or on Plan schedules, including local plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific timeframe, nor to be specifically or solely the responsibility of the City to provide, finance or otherwise implement. Minor adjustments to the location of these facilities do not require an amendment to the Official Plan provided they are consistent with the objectives and policy directions of the Official Plan;
- Where the Official Plan refers to studies, guidelines, and other policy documents, such as watershed plans, the Master Plans, community design plans or arterial road design guidelines, such policy documents are not part of the Official Plan unless the Official Plan has been specifically amended to include the document in whole or in part. In many instances, these documents implement the policies of the Official Plan and may be used to guide Council decisions on development, capital works projects, and other matters. However, they do not have the status of policies in this Plan adopted under the *Planning Act*; and
- The term 'Local Plan' refers to secondary plans and area-specific policies as outlined in Section 12 of this Plan.



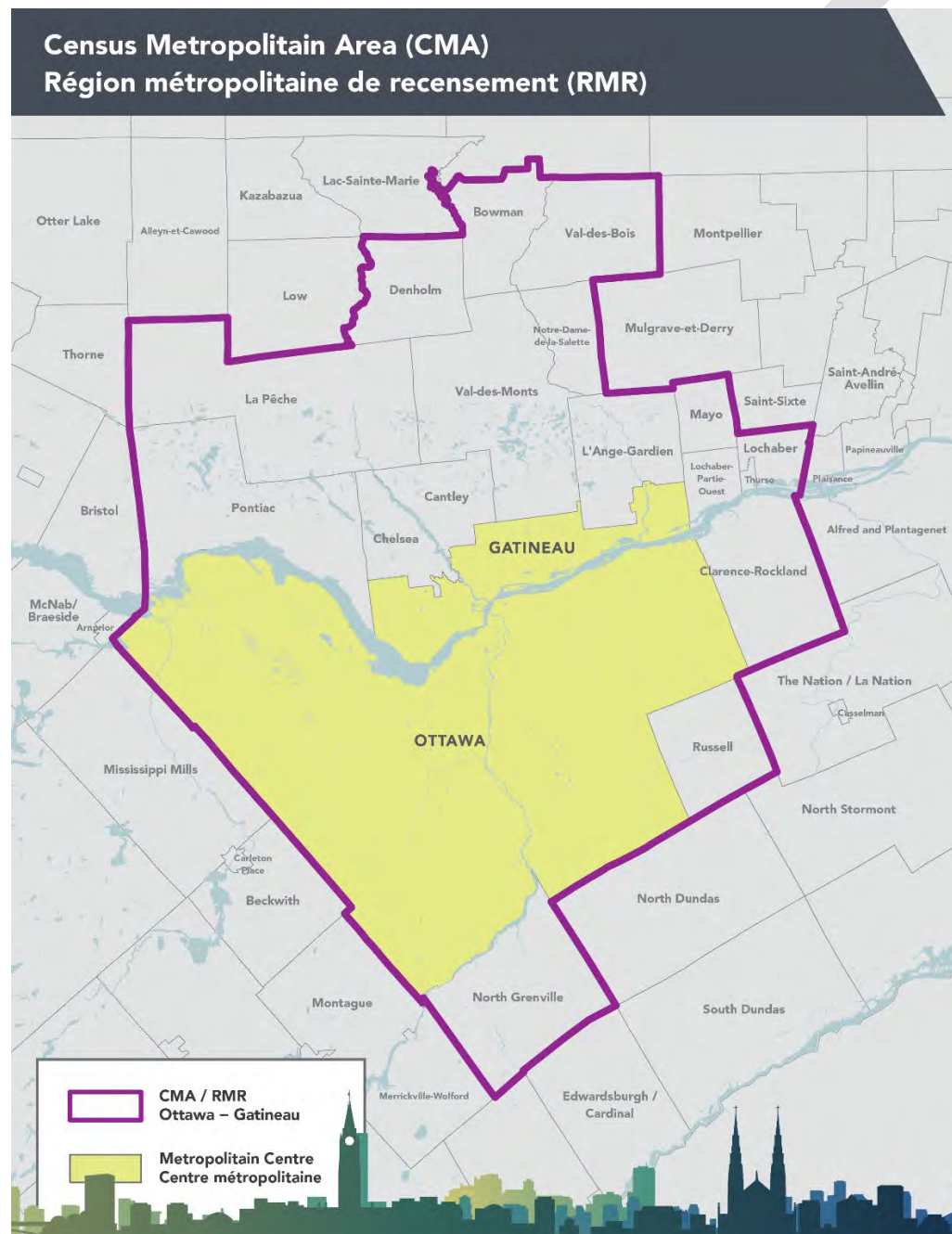
## 1.5 Coordination with Federal Planning and Planning by the Ville de Gatineau

Ottawa's growth has largely been shaped by its role as Canada's capital. Through the work of the National Capital Commission and its predecessors, Ottawa is known as the home to Canada's national symbols, including Parliament Hill, the National Gallery, the Supreme Court, as well as national cultural institutions including the National Arts Centre and national museums.

At the same time, Ottawa has grown to become a major Canadian city and part of a larger metropolitan area of a million and half people that includes the City of Gatineau and surrounding municipalities in Ontario and Québec. With this growth, the region's identity has evolved based its shared history (including Indigenous history), quality of life, multiculturalism, bilingualism, vibrant and diverse arts community, lively neighbourhoods, culture, music and food scene, and proximity to natural areas. It is an identity that continues to evolve as the region grows, changes and becomes increasingly urban. The direction for Ottawa's future, therefore, includes not only this Official Plan but the long-range plans for the City of Gatineau and the National Capital Commission.



Strengthening our role as a major metropolitan centre and national capital will require ongoing cooperation with the City of Gatineau and surrounding municipalities on key files such as transit and economic development, as well as with the National Capital Commission, as owner and manager of over 500 km<sup>2</sup> of land and about 1,600 properties in the Greater Area. This cooperation must take into account different legal and planning context between partners.





## 1.6 Monitoring

The Official Plan is a high-level policy document intended to guide the city's growth over the next 25 years and beyond. Over the planning horizon, it will be important to continually monitor the effectiveness of the Official Plan policies to determine whether we are on track to meeting our objectives. It will equally be important to monitor global, national and regional trends to ensure that our policies and objectives are still relevant, responsive, and aligned to making Ottawa the most liveable mid-sized city in North America.





# Section 2.

## Strategic Directions



Photo by: City of Ottawa





## Section 2. Strategic Directions

### 2.1 The Big Policy Moves

This new Official Plan is proposing five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

**Big Policy Move 1: Achieve, by the end of the planning period, more growth by regeneration than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The City will accommodate this growth within its existing neighbourhoods and villages, in undeveloped 'greenfield' areas within Ottawa's urban boundary and by expanding the city's urban boundary. The City's approach will have significant impacts on the evolution of Ottawa's neighbourhoods, on housing options and affordability, and on our ability to meet our climate change responsibilities.

The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60% by 2046 by putting in place zoning and other mechanisms to give the City the option not to further expand the urban boundary beyond 2046. In support of this direction, new policies will increase the variety of affordable, low-rise housing options for residents within existing neighbourhoods close to hubs and corridors, and within walkable 15-minute neighbourhoods. Built form policies will also help to ensure that new housing in existing neighbourhoods complements the character of these neighbourhoods, protects the urban tree canopy and promotes an evolution to 15-minute neighbourhoods.

**Big Policy Move 2: By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation.**

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling.

The movement towards sustainable modes of transportation is crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school, and to activities without needing a car. Sustainable transportation options are also a foundation of vibrant, walkable and convenient neighbourhoods where it is possible to walk or cycle to community infrastructure and most other amenities. Finally, sustainable transportation is fundamental to achieving our climate change goals given that 40% of Ottawa's current greenhouse gas emissions are transportation-related.

**Big Policy Move 3: 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.**

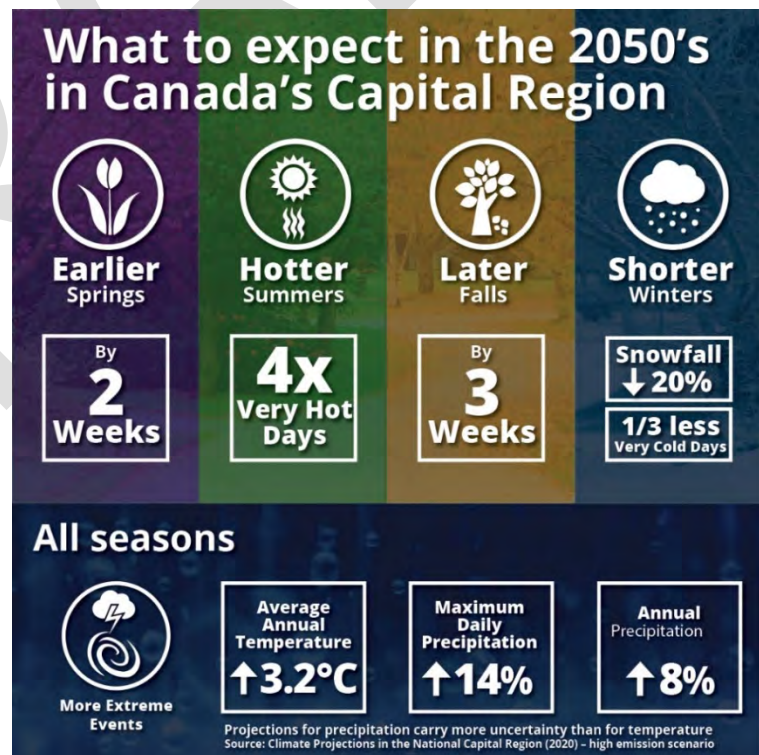
Ottawa is a city of neighbourhoods and villages. Each of these neighbourhoods and villages have their own characteristics that make them different from each other. This Plan will reflect the differences in Ottawa's neighbourhoods- from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out. Planning for the evolution of a new subdivision in Kanata or Barrhaven will be different than for a former streetcar suburb such as Hintonburg, or a nineteenth century downtown neighbourhood like Centretown.

The Official Plan introduces a 'transect' approach to planning that will better distinguish, by context, Ottawa's distinct neighbourhoods and rural villages, resulting in policies that are better tailored to an area's context, age and function in the City. The City has been divided into six transects- each representing a different gradation in the type and evolution of built environment and planned function of the lands within it, from the most urban (the Downtown Core) to the least urban (Rural). Policies associated with land use designations, including hubs, corridors, neighbourhoods and rural villages are specific to the context of each transect. Finally, 'overlays' have been identified where specific policy direction is needed beyond those contained in land use designations to guide growth, to allow certain types of activities and provide built form guidance.

Identifying design priority areas, including special districts, targets areas of the city that are important to our national and international image as the capital of Canada, key regional economic or entertainment districts, and local spaces that are important to our local identity.

**Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The future livability of Ottawa—its economic vitality, its social cohesion, and the health and well-being of its residents—depends upon a healthy natural and built environment. The Official Plan contains bold policies to encourage the evolution of communities into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land-uses, including a range of



housing, shops, services, local access to healthy and affordable food, schools, employment, mature trees, greenspaces and pathways. It also includes policies to help the city achieve its target of 100% greenhouse gas emissions reduction by 2050, its target of a 40% urban forest canopy cover and to increase the city's resiliency to the effects of climate change including much warmer temperatures, more rain, and more extreme weather such as heat waves, floods and storms.

### **Big Policy Move 5: Embed economic development into the framework of our planning policies.**

Ottawa's ability to compete in the knowledge economy relies on its ability to develop local businesses and talent, attract and retain highly skilled labour and new businesses, and create the regulatory climate to promote entrepreneurship and innovation. It will also be based on our success in promoting Ottawa to the world through branding and signature projects.

Employers are looking for greater connections to other major cities and an environment that attracts a highly skilled work force. The work force is looking for livable cities that are resilient, with a variety of safe, affordable, vibrant, mixed-use areas, cultural life and social harmony. Economic development means the creation of more business and employment opportunities to meet the needs of a growing population. It also means a diversification of the employment base so that the local economy is resilient in downturns of various sectors. It includes expanding opportunities for workforce participation for more parts of the population. Finally, it includes a broad geographic distribution of employment so that people have the choice to work closer to where they live.

## **2.2 Cross Cutting Issues**

Some of the City's policy goals require implementation policies that span multiple themes. For instance, creating healthy and inclusive communities requires policy direction related to mobility, housing, urban design, parks and growth management. Six of these 'cross cutting issues' have been identified that are essential to the achievement of a liveable city, but that are implemented through the policies in multiple sections of this Plan. These are:



**Regeneration**



**Economic Development**



**Energy and Climate Change**



**Healthy and Inclusive Communities**



**Gender Equity**



**Culture**



Sections 2.2.1 to 2.2.6 provide the broader context and policy intent related to these issues. However, the Official Plan policies that give effect to the policy intent of each cross-cutting issue are embedded throughout many sections of this Plan. Many of these policies are identified through issue-specific icons attached to sections of this Plan. These icons are intended simply to draw the link between the section and a specific cross cutting issue but do not confer additional weight to any particular section or policy.

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## 2.2.1 Regeneration



Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce our greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

Section 3 outlines the growth projection within Ottawa to 2046 with over half of urban residential growth occurring within the built-up area. Regeneration in this Plan incorporates the definition of “intensification” in the Provincial Policy Statement, the relationship of redevelopment to its surrounding and future context, and

how community infrastructure and other neighbourhood amenities within a walking distance are to improve over the life of this Plan. However, growth and development within the built-up area is not only about the numerical targets of regeneration and simply increasing urban density. Regeneration is about guiding the evolution of neighbourhoods into complete 15-minute neighbourhoods, which includes ensuring that the services, parks, recreational facilities, public spaces, and other elements of a complete neighbourhood, are keeping up with the increases in population. Regeneration acknowledges the multiple facets of city-building that not only adds people but considers other components in planning for liveable complete neighbourhoods, in line with our goal of becoming the most liveable mid-sized city in North America.

### WHAT WE WANT TO ACHIEVE

- 1) Direct residential growth within the built-up urban area to 15-minute neighbourhoods
- 2) Provide housing options for larger households
- 3) Improve public amenities and services within 15-minute neighbourhoods

#### Definition

##### **Regeneration:**

The development of a property, site or area at a higher density than currently exists through :

- (a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;
- (b) The development of vacant and/or underutilized lots within previously developed areas;
- (c) Infill development; or
- (d) The expansion or conversion of existing buildings.

## **Policy Intent:**

### **1) Direct residential growth within the built-up urban area to 15-minute neighbourhoods**

The growth management strategy includes a 60% regeneration target by 2046. This means that by 2046, 60% of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped 'greenfield' lands.

This Plan envisions directing residential regeneration towards existing locations where daily and weekly needs can be accessed within a 15-minute walk, otherwise known as 15-minute neighbourhoods. This direction will increase the number of transportation options and convenience to access services, amenities, and schools. This direction will also contribute to the needs of an aging population by enhancing accessibility to more vibrant areas with social interaction, health services, and community facilities.

### **2) Provide housing options for larger households**

Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings, and new forms not yet developed. However, opportunities to provide for these dwelling types are limited within areas that are already developed. There needs to be opportunities within 15-minute neighbourhoods to build larger dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, and along corridors with transit stops and commercial services. Section 4.2 describes our policies for housing affordability.

### **3) Improve public amenities and services within 15-minute neighbourhoods**

The supportive policies for growth management, housing, transportation, urban design, and parks and greenspace throughout this Plan will provide some of the necessary elements to facilitate achieving a 60 % regeneration target. Policies are also included to guide the preparation of local plans such as secondary plans and area-specific policies, as well as development. To support the City's strategy to achieve a 60% regeneration target by 2046, the City will:

- Direct residential regeneration to 15-minute neighbourhoods;
- Help neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents;
- Require the production of denser, small-scale, low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area;
- Require a greater proportion of housing with three or more bedrooms that will provide more housing choices for the projected population;
- Protect the urban tree canopy and provide equitable access to greenspace that will provide shade and opportunities to promote mental and physical health and well-being;



- Ensure that the development and redevelopment of transit, road and active transportation infrastructure supports the City's regeneration targets;
- Provide guidance on the compatibility of new housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood; and
- Seek a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a supply of affordable housing.

## Do you want to know where the embedded regeneration policies are located in the Official Plan?

Policies that implement regeneration objectives are identified throughout the Official Plan by the regeneration icon



A sample of the policies are:

### Sections

3.2 | 4.2.1(2) | 4.6.6 (4) | 5.1.5(1) | 5.2.4(1) | 5.3.4(1) | 5.3.1(4) | 5.6.1.1(2) | 5.6.1.2(1) & (2) | 6.3.1(2),(4) & (5) | 6.3.2(1) & (2) | 11.1(2) | 11.6(10)

## 2.2.2 Economic Development



As Ottawa reaches the next threshold in population it also gains a certain critical mass that begins to generate more opportunities, both from the organic growth of a larger domestic market, and from increased investment interest from global stakeholders seeking opportunities. Given that economic activity is increasingly concentrated in large economic regions, Ottawa's future opportunities are also tied to its connections and collaboration with Toronto and Montreal to compete internationally as part of the mega-region formed by the three large cities.

As Canada's capital, almost 30 per cent of the city's economic activity and one-third of employed residents are attributable to the public sector, which includes all three levels of government and government-funded organizations like universities and hospitals. In addition to the public sector, knowledge-based industries (including communications technology, software, aerospace, defense and security, digital media, life science and clean technology) are a major employer and economic engine in Ottawa.



Photo by: City of Ottawa

### WHAT WE WANT TO ACHIEVE

- 1) Enhance Ottawa's high quality of life to attract a skilled workforce and businesses
- 2) Integrate economic activities with residential and other compatible land uses
- 3) Direct major employment to Hubs and Corridors
- 4) Create conditions for small-business growth
- 5) Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses
- 6) Support growth of important economic generators through Special District Policies
- 7) Protect locations for activities related to goods movement including freight, storage and logistics
- 8) Support rural economic development throughout all sectors



## **Policy Intent:**

### **1) Enhance Ottawa's high quality of life to attract a skilled workforce and businesses**

Ottawa's ability to compete in the knowledge economy relies on its ability to develop local businesses and talent, attract and retain highly skilled labour and new businesses, and create the regulatory climate to promote entrepreneurship and innovation. The strong presence of multiple post-secondary institutions, including universities and colleges, is an asset in terms of developing local talent and innovation and is attractive to both employers and investors. Employers are looking for greater connections to other major cities and an environment that attracts a highly skilled workforce. The workforce is looking for livable cities that are resilient, with a variety of safe, affordable, vibrant, mixed-use areas, with access to green space and cultural life and social harmony. As livability and affordability are key to the City's continued economic vitality and competitiveness they should be monitored as the City grows to ensure that these advantages are maintained and enhanced. Livability is one of Ottawa's competitive advantages and one that can help the city strengthen its position within the Toronto-Ottawa-Gatineau-Montreal mega-region.

New types of employment can also be anticipated in support of the city's transition to a low carbon economy. This includes new sectors in the construction industry working towards higher performance new buildings and deep energy retrofits. Large scale renewable energy projects, particularly solar photovoltaic, energy storage and district energy, are expected to grow significantly over time.

### **2) Direct major employment to Hubs and Corridors**

Jobs that are compatible and can mix with residential uses will be located within Hubs and Corridors. Additionally, employers with the highest employment densities, such as office uses, hospitals, as well as larger retail clusters that draw people from beyond the adjacent neighbourhood, are expected to locate in proximity to rapid transit stations.

### **3) Integrate compatible economic activities with residential and other land-uses**

An "Employment Area" is generally a cluster of employment uses, such as traditional business parks built for manufacturing, warehousing, logistics, fuel depots; and corporate office parks for research and development. The Provincial Policy Statement requires municipalities to protect and preserve employment areas for current and future use. In jurisdictions whose economies are more heavily reliant on manufacturing, warehousing and other high impact activities, this protection serves to maintain a supply of suitably located and suitably priced lands for these types of jobs, and to protect them from residential development pressures.

Most employment in Ottawa, however, is knowledge-based and primarily office-based. While it remains relevant to keep high-impact nuisance uses away from homes, the same is not the case for office-based jobs. Furthermore, today's knowledge-based employers typically do not prefer segregated locations, but seek vibrant, mixed-use environments where their workforce can enjoy a

range of services, activities, amenities and residential opportunities in the context of a 15-minute neighbourhood.

In this context, therefore, office and knowledge-based “employment areas” should not be segregated from other compatible uses and should be allowed to evolve into mixed-use areas. High impact uses, however, should continue to be separated from sensitive uses. Land shall be protected and preserved for their current and future use.

Commercial and community uses within neighbourhoods are generally service oriented and are limited in size or area. These uses tend to be schools, community centres, recreational facilities, libraries, and smaller scale commercial uses including limited retail, restaurants and personal service businesses. These uses are part of achieving 15-minute neighbourhoods. Some neighbourhood areas depending on their specific context may have requirements for minimum employment uses and/or density.

#### **4) Create conditions for small-business growth**

Small and start-up businesses in a range of sectors, from retail to small-scale manufacturing, creative and cultural industries, consulting, and people-services, where they do not create incompatibilities or nuisances, need to be nurtured and supported through regulations that provide opportunities to use a variety of spaces in a way that minimizes initial start-up costs and ongoing overhead.

Commercial services are an important element for 15-minute neighbourhoods that provide residents, workers, and tourists with their daily and weekly needs. These areas are ideal for small-businesses and this Plan intends to promote their growth through land use permissions, increasing viable transportation options, and enhancing and animating the public realm to improve overall user experiences.

#### **5) Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land-uses.**

Within the urban area, employment uses that cannot typically compete with rents of other uses in hubs, corridors or neighbourhoods and have potential adverse impacts on adjacent sensitive uses require clustering of similar type uses located in Traditional Industrial and Non-Traditional Industrial Areas. These uses tend to be manufacturing, construction, storage, trades and logistics related. Many of these land intensive, high impact uses are also located within the rural area. These clusters provide an important function and will be protected as Rural industrial, primary industries and freight and storage Areas.

#### **6) Support growth of important economic generators through Special District Policies.**

Certain areas that have a unique economic development context and require a tailored policy approach to development are located within Special Districts, such as Parliament and Confederation Boulevard, the Rideau Canal, the ByWard Market, the Kanata North Economic

District, the Ottawa International Airport Economic District, Lansdowne and the Ottawa River Islands.

Tourism is a major employment sector in Ottawa. In 2016, ongoing activities carried out by businesses that serve tourists in represented over 30,600 full time jobs with employees earning \$1 billion in direct wages and salaries.

The Kanata North Economic District and the Macdonald-Cartier International Airport Economic District are major economic engines for the City and will continue to play an important role in the future. Kanata North is a nationally significant technology cluster and a major contributor to Ottawa's metropolitan economy. It is a large area of 450 hectares with, as of 2020, more than 23,000 tech jobs and 300 companies. The MacDonald-Cartier International Airport plays an important role in mega-region as part of the transportation network providing connections nationally and internationally. Each year, more than 5 million travellers pass through the airport and more than \$2 billion in economic activity takes place in the vicinity.

These areas require their own unique and flexible planning regimes that allow them to adapt over time and be nimble enough to respond to new business and employment opportunities. Planning policies should focus less on land use and more on form and compatibility with their economic functions.

## **7) Protect locations for activities related to goods movement including freight, storage and logistics**

Land in strategic locations with proximity and access to Provincial 400 series Highways is required in both the urban and rural areas to accommodate industrial, warehousing and logistic type uses. These types of uses need larger separation distances from residential uses and require access to a highway interchange.

## **8) Support rural economic development throughout all sectors**

Ottawa also has one of the largest rural areas of any city in Canada. The rural area makes up eighty percent of the city, is home to over 86,000 residents and over 2,000 businesses which includes approximately 1000 farming operations. It plays an important economic function in Ottawa, with rural businesses generating approximately \$1.96 billion in annual revenues. Ottawa's rural area is dominated by high-value industries such as agriculture, construction, mineral extraction, manufacturing and warehousing. The rural area is also home to 26 villages, which have varying degrees of enterprise and economic activity. Rural villages and their mainstreets are important to the vitality of rural areas as hubs for essential services and a central component to identity, culture and heritage.

Current challenges for business development within villages and the rural area can be attributed to the availability of infrastructure services such as water, wastewater, and stormwater; the concentration of commercial and institutional uses in villages or the urban area, with limited support for rural countryside areas; overly prescriptive definitions of home occupations; gaps in the

local farm-to-table food chain, including in local food production, processing and packaging; lack of connectivity both technology (internet) and mobility (transit); and the impacts of climate change and urbanization on agricultural production. By providing greater flexibility in land-uses throughout the general area while ensuring protection of prime agricultural lands, the City will encourage the growth of businesses which support the rural community and attract tourism.

The economic activities in the rural area are varied and provide an important function to the City. It is critical to protect important resources as well as strategic locations for current and future use while allowing for innovation and flexibility for complementary uses in order to support growth and a sustainable rural economy. Industry jobs such as agriculture and resource extraction primarily occur in the rural areas and are protected as agricultural resource areas, bedrock resource areas and sand and gravel areas. While these employment sectors may not be dense employment areas, they comprise a significant land area.

Villages will continue to be a focus for employment and services and secondary plans establish more detailed categories for land use. Rural Industrial, Freight and Storage areas located in strategic locations with access to Provincial 400 series Highways or near resources, such aggregates can accommodate higher impact uses that are not appropriate in villages.

## Do you want to know where the embedded economic development policies are located in the Official Plan?

Policies that implement economic development objectives are identified throughout the Official Plan by the economic development icon



A sample of the policies are:

### Sections

| 3.1 | 3.2 | 3.4 | 3.5 | 4.1.6 | 6.1.1 | 6.1.2 | 6.3.1 | 6.4.1 | 6.5.1 | 9.1.1 |  
9.1.2 | 9.3 |

### 2.2.3 Energy and Climate Change



Climate change is the greatest global threat in the 21<sup>st</sup> Century according to the World Health Organization. A 2019 report from the Government of Canada found that Canada is warming at twice the rate of the rest of the world and the costs of natural disasters such as floods and fires have risen dramatically. Climate change impacts people's health and safety, their communities, infrastructure, economy and the natural environment.

Municipalities have a responsibility to mitigate greenhouse gas emissions and adopt measures to adapt to climate change, and many cities across the country have declared a climate emergency, Ottawa included.

Ottawa shall be a city that is energy conscious, reduces emissions and is more resilient to the impacts of climate change. In carrying out our municipal responsibilities, the City can influence roughly half of our total community-wide greenhouse gas emissions. The Official Plan plays a critical role in achieving the Council approved target to reduce community emissions 100% by 2050.

In addition to taking significant steps to reduce our emissions, Ottawa must also prepare for the impacts of a changing climate. A liveable city is one where people can live, work and play in all future climate conditions. Local climate projection studies show that in the coming decades, Ottawa will be much warmer year-round and could have four times as many very hot days (over 30°C) by the 2050s as during the 2010s. There will be more precipitation, with wetter winters, springs and falls, and drier summers. Seasons will shift with shorter winters and more freeze-thaw events. Our city needs to be prepared for extreme events such as heat waves, high winds, heavy rains and freezing rain.

Implementation of climate-related policies will be done with an equity and inclusion lens that examines how people are affected differently by climate change and considers the needs of the vulnerable.

#### WHAT WE WANT TO ACHIEVE

- 1) Plan a compact, connected city
- 2) Apply sustainable and resilient site and building design as part of new construction
- 3) Prioritize a shift to energy efficient transportation modes
- 4) Enable the use of local renewable energy sources
- 5) Reduce the urban heat island effect and help protect from extreme heat.
- 6) Build resilience to future flood risks.
- 7) Protect trees, wetlands, and other natural areas and use nature-based solutions.
- 8) Enable local food production



## **Policy Intent:**

### **1) Plan a compact and connected city**

Ottawa will meet the demands of the 21st Century by planning sustainable, livable and resilient communities which consume less energy for transportation and housing. Given 90 per cent of the City's total emissions originate from the building and transportation sectors, higher density development will be encouraged in areas that are close to transit and within walking distance of a wide range of services. Promoting compact urban built form and an energy efficient pattern and mix of land-uses also allows for a diverse range of housing options to be built.

### **2) Apply sustainable and resilient site and building design as part of new construction**

Buildings are the largest energy consumer in Ottawa and account for the largest share of emissions. Site design also influences healthy communities and transportation choices. To achieve both climate mitigation and adaptation objectives, high-performance sustainable design measures will be identified as part of site planning and exterior building design, in order to:

- Conserve energy and improve the energy and emission performance of buildings;
- Help shift the economy by supporting new low carbon technologies and trades such as geothermal systems and district energy systems in areas of the city containing higher thermal energy density;
- Reduce peak demand and build resilience to power disruptions;
- Help protect health by reducing the urban heat island effect and improving access to shade and other cooling amenities;
- Reduce flood risks and manage increased stormwater runoff; and
- Enable active transportation, transit use and outdoor recreation in all weather conditions.

### **3) Prioritize a shift to energy efficient transportation modes**

The second highest source of emissions in Ottawa is transportation. In order to reduce GHGs, the reliance on the personal automobile needs to be replaced with active and zero emission transportation modes such as public transit, walking and cycling. The societal uptake of electric vehicles (EVs) also offers a low carbon alternative for Ottawa residents, but continued reliance on low-occupancy private vehicles does nothing to relieve congestion, and that model has to change. To support Ottawa's transformation to low carbon transportation options, urban design and mobility considerations will require frequent and efficient public transit service as well as sustainable transportation infrastructure and other investments. This may include, for example, segregated cycle tracks, living streets, and electric vehicle charging stations along streets and within parking areas.

### **4) Enable the use of local renewable energy sources**

Only 5% of the city's total energy consumption is currently generated or supplied from local, renewable sources. Ottawa will need to transition quickly to the use of energy supplied from green, renewable and local sources over fossil fuels in order to achieve its established GHG reduction targets. Locally generated energy also builds resilience to fluctuating energy availability or price. Locally generated renewable energy will play an increasingly important role in supporting current



and future housing and employment while protecting Ottawa's long-term energy security and stimulating investments that will grow our local economy by:

- Facilitating small scale local energy generation and storage as well as identifying sites suitable for larger utility scale generation, including solar, wind and hydropower; and
- Diverting waste from landfill to promote material reuse, resource recovery, and energy generation.

## **5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat.**

Rising temperatures due to climate change will affect the liveability of our communities. The design of the built and natural environment also impacts how temperatures are felt. In built-up areas with limited greenspace temperatures can increase by several degrees in the day due to the urban heat island effect, and by as much as 12°C at night. Anyone can face health risks during prolonged or more frequent heat waves, but those who are more vulnerable include older adults, young children, persons with chronic diseases or mental illnesses, those who work or are physically active outdoors, those with low-income, those that are vulnerably housed or experiencing homelessness, and those living without air conditioning. Mitigating the impacts of heat and protecting those most vulnerable will require actions such as:

- Providing shaded parks, sidewalks, pathways, streets, transit stops and other public spaces to encourage safe outdoor recreation and active transportation in much warmer temperatures;
- Reducing the urban heat island effect through shade, urban greening and light-coloured (reflective) roofs and other surfaces; and
- Providing access to cool amenity spaces for those who need relief from extreme heat.

## **6) Build resilience to future flood risks.**

Flooding is now the costliest type of natural disaster in Canada. Floods damage property and infrastructure, contaminate drinking water, and affect people's safety, finances, and physical and mental health. Changing snow and rainfall patterns and increases in the total amount and intensity of rainfall can increase flooding near watercourses and in neighbourhoods. It is possible to increase our resilience to floods by:

- Avoiding building in flood plains and mitigating risks in areas vulnerable to flooding under future climate conditions;
- Implementing stormwater management practices and designing infrastructure that is resilient to future climate conditions, including extreme weather events; and
- Using low impact development stormwater management features to manage rain where it falls.

## **7) Protect trees, wetlands, and other natural areas and use nature-based solutions.**

Nature builds resilience to the impacts of climate change through flood protection, heat mitigation, stormwater management, biodiversity and improved mental, social and physical health. Natural resilience to climate change can be enhanced by:



- Protecting, enhancing and managing trees and the natural environment for the climate services they provide;
- Considering and mitigating the impacts of climate change on the natural environment; and
- Managing the risks of wildland fire.

## 8) Enable local food production.

Climate change will impact global food production through rising temperatures, shifting precipitation patterns and risk of droughts, and extreme weather events that damage crops. These global climate impacts can affect the availability and price of food in Ottawa as supply chains are disrupted.

Ottawa is fortunate to have a robust agricultural sector and can enhance food security and build resilience to these global impacts by:

- Protecting agricultural lands;
- Supporting the diversification and resilience of the agricultural economy; and
- Supporting community gardens and enabling produce to be grown, processed and distributed across the City.

In addition to the Official Plan, other City plans and programs are key in meeting our climate change goals. The Climate Change Master Plan and associated Energy Evolution and Climate Resiliency strategies provide the analysis and action plans for city-wide action. The Infrastructure, Transportation, Solid Waste, and Greenspace and Urban Forest Master Plans shall include policies and programs to help meet our emission targets and adapt to future climate conditions. Climate mitigation and resiliency shall also be reflected in long-range plans and programs on asset management, capital planning and finance to ensure a strategic, harmonized approach.

## Do you want to know where the embedded energy and climate change policies are located in the Official Plan?

Policies that implement energy and climate change objectives are identified throughout the Official Plan by the energy and climate change icon



A sample of the policies are:

### Sections

| 3.2 | 3.3 | 4.1.3 | 4.1.4 | 4.4.6 | 4.6.3 | 4.6.4 | 4.7.1 | 4.9.1 | 4.10.3 | 4.11.3  
7.3 | 11.1 | 11.3 | 5.1.1 Policy 5 | 5.6.3.1 | 10.1.3 | 10.3

## 2.2.4 Healthy and Inclusive Communities



Livable communities shall foster health, inclusivity and sustainability to meet the challenges of the 21<sup>st</sup> century. The City's physical layout and design play an important role in shaping health and well-being by enabling Ottawa's diverse population to thrive and live their lives to the fullest.

Ottawa, like the rest of Canada, is facing growing health challenges with accompanying rising health-related and societal costs that cannot be addressed by the health care sector alone. Chronic diseases, such as cancer, heart disease, dementia, cerebrovascular disease and diabetes, are the leading causes of death in Ottawa. Physical inactivity, unhealthy eating, and obesity are known to contribute to these diseases. Mental health challenges such as social isolation and loneliness are also health concerns in our communities. Climate change and extreme weather impacts are increasingly felt through extreme heat and cold events. Traffic-related air pollution as well as injuries and deaths related to motor vehicles point to the importance of providing safe, convenient and sustainable modes of transportation. In addition, historic pandemics underscore the importance of building resiliency into our built environments.

The built and natural environment can influence all these conditions, with significant effects on quality of life and well-being. The Official Plan requires the development of healthy and resilient communities through establishing the built and natural environment conditions that are needed to sustain long-term health.

### WHAT WE WANT TO ACHIEVE

- 1) Encourage development of healthy, walkable, 15-minute neighbourhoods
- 2) Build accessible, inclusive communities, and design for all ages, including children and older adults
- 3) Promote health through sustainability
- 4) Advance human health through decision making on the built environment

Photo by: City of Ottawa



## Policy Intent:

### 1) Encourage development of healthy, walkable, 15-minute neighbourhoods

Healthy, walkable, 15-minute neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land-uses; this includes a range of housing types, shops, services, local access to food, schools and day care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free. By virtue of these features, this creates the conditions for healthier, more sustainable communities.

Walkable, 15-minute neighbourhoods promote social and physical health as they help make the healthy choice the easier choice and allow people to walk to meet their daily needs by bringing destinations closer together. They enable easy, safe, and enjoyable connections between destinations. Walkable, 15-minute neighbourhoods also foster health through supporting community identity, cultural expression, and social connections, and advance equity and inclusion goals. They help create the conditions for future pandemic resiliency as well by promoting social cohesion, ensuring that people have access to goods and services within their community using sustainable transportation modes, and opportunities for exposure to nature.

Healthy, walkable, 15-minute neighbourhoods shall evolve to:

- Provide a mix of housing for a range of incomes, with enough density, close to local shops and services;
- Integrate sustainable, active transportation mobility options. This includes shaded, pedestrian-friendly street and pathway networks that encourage active transportation as opposed to relying on the use of a private automobile, mechanisms such as traffic-calmed local roads and protected cycle tracks;
- Provide safe and convenient environments for children and youth to walk, cycle or take transit to school;
- Create a sense of place and character by integrating high-quality, human scale urban design. This includes a vibrant public realm, with streets, gathering places and local amenities that are shaded and green. This may include additional space on streets allocated to people through living streets. The public realm should foster social connections that invite people to be in, rather than only travel through places;
- Environments should support these experiences in all seasons, including winter;
- Provide community infrastructure, such as parks and public spaces, schools, community centres, day care facilities, recreational facilities and libraries. Publicly accessible places for people to connect that contribute to quality of life and well-being are especially important as communities continue to intensify;
- Encourage local retail and commercial services in order to reduce travel time for daily needs; and
- Promote access to healthy food and mitigate food deserts through the provision of local grocery stores, community gardens, urban agriculture and farmers markets. Encourage the distribution of small to mid-sized grocery stores throughout neighbourhoods.

Existing communities will evolve over time into healthier, more connected and complete 15-minute neighbourhoods as road re-construction and property development occurs. In new greenfield communities, development should ensure from the outset that transportation and the built environment are optimized for highly walkable and transit-supportive environments. Commercial areas shall be designed to be integrated with new neighbourhoods, and conceived at a more human scale, to encourage active transportation and transit as a viable and desired option for daily activities.

## **2) Build accessible, inclusive communities, and design for all ages, including children and older adults.**

Health is shaped by the conditions in which we live, work, and play. These are known as the social determinants of health and can affect some groups' health and well-being more than others. Inequities in communities can be mitigated through the design of the built environment. Planning decisions shall support development of equitable, inclusive, gender and age-friendly communities in ways that build the City's vibrancy and resiliency, and foster community health and well-being. Plans and policies shall ensure that communities and places are designed to consider the needs of children, older adults, people with disabilities, women and gender-diverse persons, people living with lower incomes, as well as for those who are at greater risk for negative health and well-being outcomes. An equitable and inclusive community considers the needs of various cultural groups and seeks to reduce barriers and promote equity for people who are racialized. It integrates opportunities to advance reconciliation and engage with Indigenous peoples. Neighbourhoods designed to be inclusive help to ensure communities are built for everyone, meet needs across the lifespan, and contribute to overall health and quality of life.

Healthy, inclusive communities:

- Integrate and honour Indigenous values, knowledge and cultures in city-building, through relationship building and engagement. This includes through indigenous representation in planning, placemaking, as well as environmental stewardship;
- Integrate age-friendly design by considering the needs of children and older adults, and support aging-in-place;
- Are designed to be universally accessible;
- Provide housing for a range of ages, income levels and backgrounds, and help meet housing needs across the lifespan;
- Support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, convenient active transportation infrastructure and sustainable mobility options that can be used all seasons, including winter;
- Support placemaking features that consider the needs of women, children and older adults, and cultural groups. This could include child-friendly urban design, and inclusive public gathering places; and
- Leverage opportunities to respond to land-use, transportation and infrastructure needs in priority neighbourhoods as identified in the City's Neighbourhood Equity Index, through supporting master plans and local plans.



### 3) Promote health through sustainability

A healthy community is one that supports sustainable environments for present and future generations. Health is promoted through conserving, protecting, rehabilitating, and creating safe environments.

In addition to section 2.2.3, a healthy community is also protected through:

- Promoting resilient, sustainable and active building design principles;
- Recognizing the value of trees and the access to greenspaces and parks and trail systems;
- Protecting health from natural and human-made hazards, including buffering sensitive land uses from traffic-related air pollution; allowing for indoor and outdoor crop production in urban areas to promote equitable access to healthy food; and
- Promoting sustainable waste management through the reduction and reuse of waste, diversion and resource recovery of materials such as food and organic waste, and environmentally responsible residual management.

### 4) Advance human health through decision-making on the built environment

Land-use practices should be conducive to good health. Policies, plans, guidelines, and decision-making that flow from this Official Plan recognize the interdependencies between health and the built environment. They enable positive health outcomes and are sensitive to the trade-offs needed to achieve healthy communities overall. This includes considering the health and equity implications associated with housing, transportation, parks and public spaces, urban design, and the natural environment.

Policies are embedded throughout this Official Plan to advance health and inclusive communities goals through development, through the preparation of local plans, through other City master plans, and through design guidelines.

Mental health can be promoted through exposure to trees, parks and greenspace, and creating environments that enable social connections, foster community involvement, support access to community resources, and encourage a sense of belonging. Regular physical activity, with all the positive health co-benefits, can be encouraged through designing safe, all-season, and convenient active transportation infrastructure for walking, cycling and transit, as well as trail systems in all communities. Health hazards can be mitigated through protective practices.

Sustainable environments have wide-ranging positive health impacts. The basic conditions needed to sustain health, such as housing and access to daily amenities such as food, are fostered through a supportive surrounding built environment. Overall, community resiliency and a healthy population can be supported through all-season active transportation networks, access to local amenities, and healthy and green urban design.



Photo by: City of Ottawa

## Do you want to know where the embedded Healthy and Inclusive Communities policies are located in the Official Plan?

Policies that implement healthy and inclusive communities objectives are identified throughout the Official Plan by the healthy and inclusive communities icon



A sample of the policies are:

### Sections

| 3.2 | 3.3 | 4.1.1 | 4.1.2 | 4.2 | 4.4 | 4.6.3 | 4.6.6 | 4.8.2 | 4.10 | 5.4.4 |  
6.1.1 | 6.2.1 | 6.3.2 | 6.3.3 | 9.4.1 | 10 | 11.1 | 11.3 |

## 2.2.5 Gender Equity



Gender equity is an important dimension of planning a healthy and inclusive city.

Although the roles of women and men have changed considerably over the past decades, this is not necessarily reflected in our urban fabric. Planning processes that recognize intersectionality, or the way that people's social identities can overlap, creating compounding experiences of discrimination, help create inclusive communities. For example, women who are immigrants may face additional barriers, such as lack of affordable housing or inhospitable pedestrian environments.

Gender inequities persist in Ottawa. Women earn less relative to men, frequently handle household and care tasks, and have more complicated commute patterns. If these differences are not understood and addressed, then planning interventions can be uneven and inequitable. This includes developing tools and strategies in key areas of planning: land development, housing, transportation, recreation, child-care and public engagement.

Incorporating gender can improve the quality of life for all residents.

### WHAT WE WANT TO ACHIEVE

- 1) Meet the housing needs of women
- 2) Improved mobility options for women
- 3) Improved access to amenities



Photo by: City of Ottawa



## **Policy Intent:**

### **1) Meet the housing needs of women**

In Ottawa, 80% of lone parent families are led by women, and 90% of one parent families that are on the centralized waiting list for affordable housing are female led families. It is therefore crucial that as Ottawa neighbourhoods continue to regenerate, a broad range of market and non-market affordable housing options are available. Housing that supports gender equity includes higher density housing that meets the needs of families with children, including family sized units, spaces to play, shared communal spaces within buildings, space for stroller and bike parking, as well as non-market affordable housing that supports family living.

### **2) Improve mobility options for women**

Women rely more on public transit than men. Their everyday chores and family work are often characterized by more stops than a commute that focuses solely on getting to work. Recognizing this pattern in planning can be an equalizer and transit has the power to shape and change lives by providing access to jobs and education. This is true for families with small children, young people, older adults and people with disabilities who are unable to drive, but especially for those living in poverty.

### **3) Improve access to amenities**

Fifteen-minute neighbourhoods that support daily needs by providing range of local amenities advance more gender-equitable environments. This includes basic shopping, parks, libraries, recreation and other community infrastructure that are an essential support for those who frequently handle household and care tasks.

A particularly important land-use in supporting gender equity are licensed child-care centres. The built environment can support women's ability to fully participate in the workforce and in public life through the provision of adequate and accessible licensed child-care centres close to where people live.

Good planning should make a city more livable for all. However, the way a city is experienced can be very different. To create a more equitable city, planning at all stages, including studies, the development of local plans and the review of development applications, needs to identify and respond to the priorities, preferences and concerns of women and gender diverse persons.

A city that is planned to consider the needs of women provides many benefits to the population as a whole. This can be achieved in the following ways:

- Gender analysis is embedded in City plans to provide a coordinated approach to achieving gender equity;
- Planning data can be disaggregated by race, gender, age, socio-economic status, and other equity factors to ensure that all unique needs and experiences are taken into account in planning processes;
- Consultation processes actively seek input from women and other traditionally underrepresented groups;
- Female-led families and older single women can find appropriate housing in all neighbourhood;

- Walkable, 15-minute neighbourhoods meet the needs of all women and include community-oriented uses such as community centres and libraries;
- Buildings have units for a range of income levels and units large enough for families.
- Buildings are designed to increase social interaction and have amenities that meet the needs of families with children, including ground floor stroller and bike storage and children's play areas;
- Women fleeing violence have options and are served by shelters, transition and supportive housing with family-sized units;
- All neighbourhoods have parks where children can play. In the Downtown Core and Inner Urban Area there are opportunities for recreation;
- Transit considers women's travel patterns and recognizes that different groups of women may have different travel patterns;
- Walkability is improved through shorter blocks and infrastructure such as wider sidewalks, rest areas, safe crossing and trees. Longer blocks can create barrier effects. If they are unavoidable and result in barriers to key routes through the site, crossings and public passageways may be defined;
- Women feel safe cycling and walking. More separated cycling facilities are built; and
- Every community, even the City's newest greenfield areas, includes space for licensed child-care facilities and local plans include direction on child-care requirements.

## Do you want to know where the embedded Gender Equity policies are located in the Official Plan?

Policies that implement gender equity objectives are identified throughout the Official Plan by the gender equity icon



A sample of the policies are:

### Sections

| 4.1.1 | 4.2.2 Policy 1 | 4.2.3 Policy 1 | 4.2.4 | 4.4.1 | 4.4.2 | 4.6.3 | 4.8.2 | 4.8.3 Policy 2 | 4.10.1 Policy 2 | 10.4 Policy 1 | 11.3 | 11.4

## 2.2.6 Culture



A livable city is based on the understanding that places exist for social, creative and cultural activities by all residents. Community cultural spaces are necessary to encourage expression, better health and interaction.

Access to culture has a direct impact on quality of life and a sense of well-being. A vibrant culture is evidence of a healthy, active and creative city – one that promotes a sense of identity and inclusiveness and fosters personal and cognitive growth. The benefits of culture are reflected in greater social cohesion and a healthy and growing creative economy. A vibrant culture also attracts and retains talent, new business and tourism and increases the city's global profile. In this regard cultural planning and the identification and development of cultural assets offers a way to improve quality of life, livability and grow and diversify the economy.

The cultural policies in this Plan directly address the need for new development to foster and support a sense of identity and belonging and promotes equity and inclusivity. This is particularly significant for groups that are marginalized. Cultural policies have been embedded throughout this plan to support the following four objectives.

### WHAT WE WANT TO ACHIEVE

- 1) Create spaces and places for culture to live, grow, and innovate
- 2) Reinforce neighbourhood and place identity through architecture and urban design
- 3) Promote arts as an important element of placemaking
- 4) Strengthen the economic impact of the creative and cultural industries



Photo by: City of Ottawa

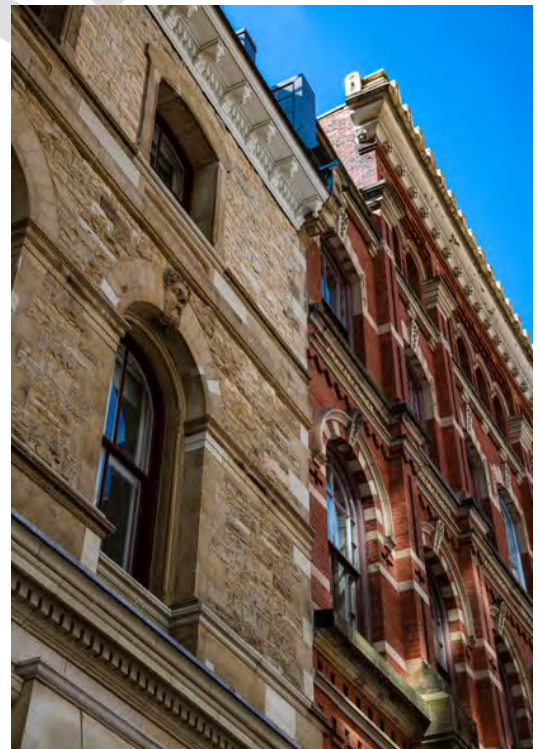


Photo by: City of Ottawa



## **Policy Intent:**

### **1) Create spaces and places for culture to live, grow and innovate**

The development and preservation of spaces for artistic, cultural and heritage activities will be supported throughout the city. Co-location of artistic, cultural, sporting and recreational activities where possible will be encouraged as a way to promote vibrant and liveable 15-minute neighbourhoods, villages and community hubs. There is also a need to acknowledge the importance of urban greenspace and natural areas to the health and vitality of francophone and indigenous culture and heritage. Preserving our unique cultural and built heritage, including places and stories significant to the Algonquin Anishinabe Host Nation, ensures that Ottawa remains an enjoyable place to live and reflects our commitment to reconciliation and recognition of indigenous peoples as the first inhabitants of this land. A city rich in cultural and built heritage is also an attractive destination for tourism and investment.

### **2) Reinforce neighbourhood and place identity through architecture and urban design**

The image of Ottawa and of its neighbourhoods is constructed over time by its unique range of architectural expressions, its urban design sophistication, and the look and feel of its public realm. The built environment shall continue to play a role in defining, reinforcing and conveying the image of Ottawa to its people and to the world. Vibrant geographic and underrepresented cultural communities will be highlighted and commemorated throughout Ottawa.

Preserving our unique cultural and built heritage, including places and stories significant to the Algonquin Anishinabe Host Nation, ensures that Ottawa remains an enjoyable place to live, and an attractive destination for tourism and investment.

### **3) Promote the arts as an important element of placemaking**

Art 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, reflect local culture as well as global influences, and contribute to social and economic vibrancy. To support local artists, and cultural development more broadly, barriers will be reduced to enable artistic, music and culture events and expression. This includes allocating space in the public realm for cultural expression and ensuring an effective approach to zoning that nurtures cultural development.

Public art in highly visible locations both within the public realm or on private property can contribute to an inclusive society by reflecting all culture and gender diversity. These initiatives will be supported throughout the city in accordance with the Public Art Policy, including through allocating money in municipal and P3 capital construction budgets, facilitating the installation of public art on city-owned lands, as well as on private lands through the development process. These important and valuable public art assets will be managed in accordance with the Comprehensive Asset Management Policy.

#### 4) Strengthen the economic impact of the creative and cultural industries

Building on municipal cultural planning initiatives such as the Ottawa Music Strategy, the establishment of special events and film permitting processes, and the work of the Ottawa Film Office, the City will continue to promote culture as an important contributor to economic development, and reduce barriers to enable arts, music and culture events.

The City's inventory of local cultural assets, Ottawa XYZ, will inform the evaluation of development proposals, support environmental assessments and help identify cultural gaps and opportunities when preparing new local plans.

Supporting existing, or creating new cultural assets can provide economic development, particularly when considering 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.

### Do you want to know where the embedded Culture policies are located in the Official Plan?

Policies that implement culture objectives are identified throughout the Official Plan by the culture icon



A sample of the policies are:

#### Sections

| 4.8.1 | 5.1.1 Policy 2 | 5.2.1 Policy 4 | 5.4.4 Policy 1 | 6.2.2 | 6.3.1 Policy 4 | 6.3.3  
6.6.1 | 7.1.2 | 7.2 | 8.4 Policy 4 | 11.3



# Section 3.

## Growth Management Framework

Photo by: City of Ottawa



## Section 3. Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. The growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The city has two distinct areas, an urban area and a rural area. The urban area is comprised of a built-up area where existing development is located, and a greenfield area of vacant lands at the periphery of the urban area. The urban area is a settlement area for the purposes of the Provincial Policy Statement, where growth is to be concentrated and where major roads, transit and municipal piped services are the appropriate form of infrastructure. Within the urban area there are distinct contexts, which this Plan defines as Transect policy areas, based on location, and except for the Greenbelt, maturity of development and the degree to which each area functions as a community of 15-minute neighbourhoods. The urban area is defined by the urban boundary.

The rural area is largely made up of natural features and primary resource lands, such as agriculture and aggregate extraction. Villages are concentrations of residential and commercial uses within the rural area and are also settlement areas within the Provincial Policy Statement. This Plan provides a distinct framework for the Rural Transect policy area. Village boundaries define the land area that will be used for village purposes within the planning period or beyond.

Most growth will occur within the urban area of the city, with a majority of residential growth to be within the built-up area through regeneration, increasing over time during the planning horizon. Most of the employment growth will occur within the built-up portion of the urban area. Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future industrial and logistics uses. Enough land is designated in the urban and rural areas to meet the projected housing, employment, and other land-uses to 2046.

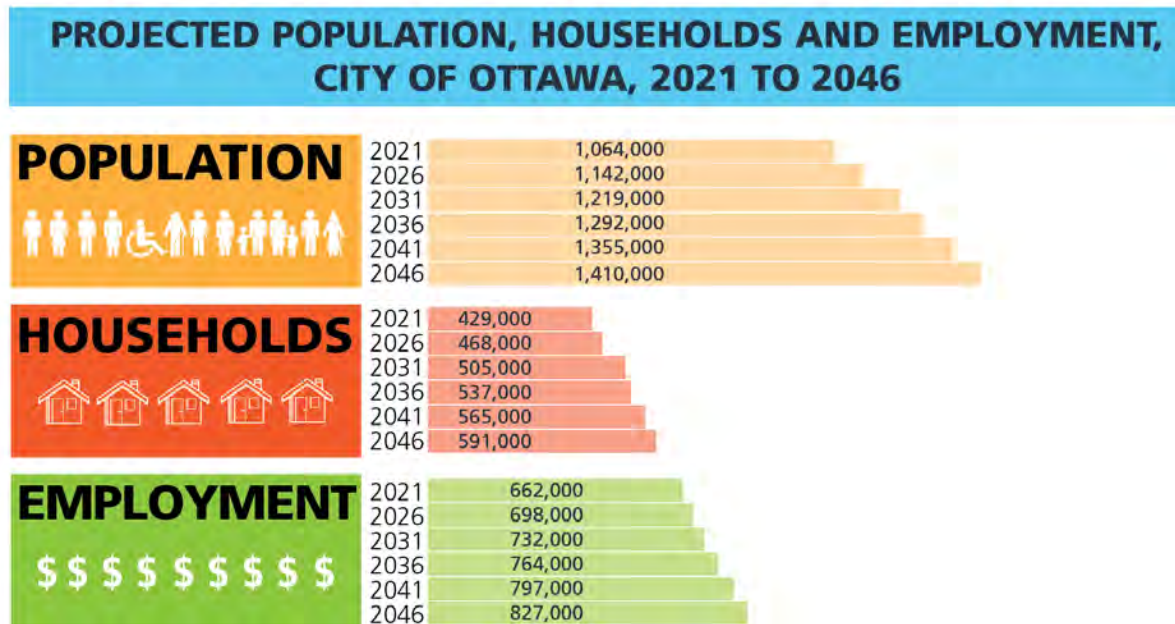
The projected growth to 2046 in population, dwellings, and employment (by place of work) is shown in Table 1.

### WHAT WE WANT TO ACHIEVE

- 1) Designate sufficient land for growth
- 2) Support regeneration
- 3) Design new communities to be 15-minute neighbourhoods
- 4) Focus rural growth in villages
- 5) Meet employment needs



**Table 1**



*1. Population and households are adjusted for Census undercounting. Population includes institutional residents; households exclude institutional residences and vacant dwellings.*

Ottawa's population is projected to grow 40 per cent from 2018 to 2046, reaching an estimated 1.4 million people. Growth will largely depend on the city's continuing ability to attract a growing share of international, national and regional immigration, which will account for 79 per cent of the projected growth. Throughout the life of this Plan, the population in Ottawa is expected to be more diverse and older, with the share of the population that is 65 and over increasing from 16 per cent in 2018 to 22 per cent in 2046.

Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, most new housing development will be in the form of apartments. All of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground-oriented units, but at least 10 per cent will be apartments. The rural area is expected to account for about seven per cent of the new housing, mostly in the form of single-detached dwellings.

Employment is expected to grow by about 189,000 jobs from 2018 to 2046. The Downtown Core will remain the most important employment hub in the City. Inner Urban, Outer Urban Corridors, Hubs, and Suburban Town Centres will see their role increase significantly as places for employment growth. Industrial areas and the rural area are also anticipated to accommodate job growth.

The spatial relationship between places of residence, places of work and places of education, commercial and retail services, leisure, worship, entertainment and other needs will continue to influence future transportation needs. As a strategic direction, the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Where distances need to be covered, the City shall prioritize sustainable transportation modes (notably transit, and access to stations or stops by cycling and walking) over the use of private vehicles. The transect-based policy framework will provide a policy basis for transportation policies that are tailored to each context based on its current realities and on appropriate measures to increase sustainable transportation mode shares based on those realities.

### **Policy Intent:**

- To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each Transect area context;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, and community facilities, and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

### **3.1 Designate Sufficient Land for Growth**

1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment, and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.

2) Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.

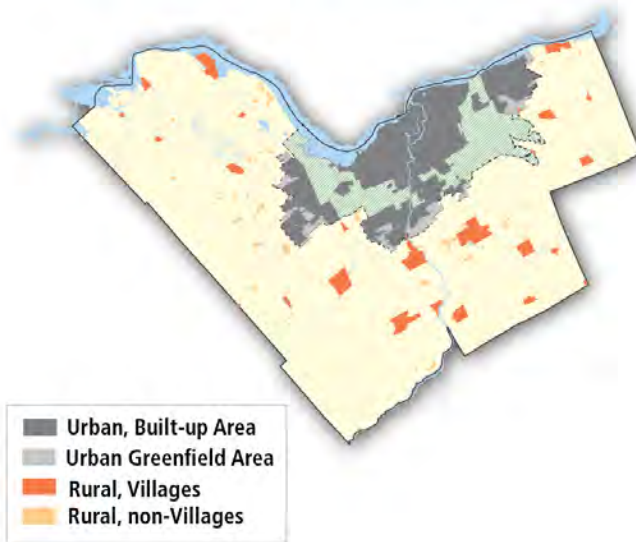
3) The urban area and villages shall be the focus of growth and development.

4) The City will allocate household growth targets as follows:

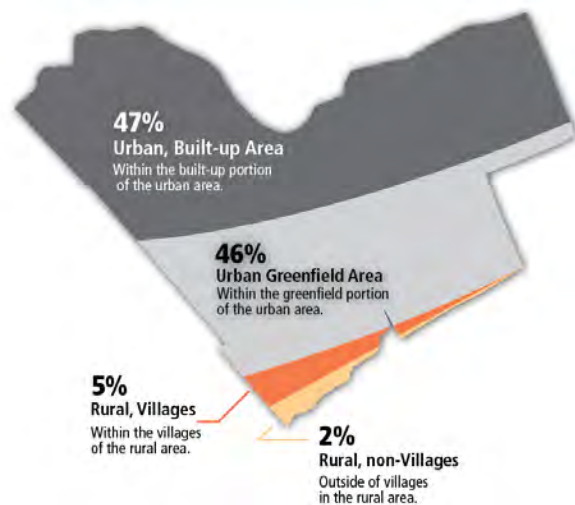
- a) 47 per cent within the urban area that is built-up or developed as of July 1, 2018;
- b) 46 per cent within the greenfield portion of the urban area;
- c) 5 per cent within the villages of the rural area; and
- d) 2 per cent outside of villages in the rural area.

The boundaries establishing the urban areas and the villages are designated on Schedule A1 and Schedules B1 through B7.

## Geographical Growth Areas



## Growth Allocation by Area



5) The identification of new or additional urban area, and new or additional village area, may only occur through a comprehensive review in accordance with the *Planning Act* and Provincial Policy Statement and only where all of the following has been demonstrated:

- a) That there are insufficient opportunities within the urban area and villages to accommodate a 15-year supply of market-based residential development;
- b) That there are insufficient opportunities within the city to accommodate projected employment and other land-uses;
- c) The required components of municipal infrastructure that are planned or available, have sufficient capacity, are financially viable over their life cycle, and protect health, safety and the natural environment. For the purposes of this policy, financial life cycle viability shall include the relative scale of the costs associated with any new or additional area to be serviced, any required system upgrades to provide the required capacity, and the inclusion of operations, maintenance and replacement costs post-development;
- d) That lands designated "Agricultural Resource Area" are excluded from consideration;
- e) That lands adjacent to or within 200 metres from a Mineral Resource Overlay are excluded from consideration;
- f) That lands designated as part of a natural heritage system are avoided unless the features are isolated or poorly connected to the larger natural heritage system, or the feature will be maintained if the lands are developed for urban uses. The land containing the natural heritage system feature will not be considered as contributing to developable area;
- g) That lands with proximity and access to a Provincial 400-series Highway, including future interchange access, be reserved for industrial and logistics uses and that any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features deemed necessary solely within the residential portion of development;



- h) That lands containing or in proximity to major facilities as defined in the Provincial Policy Statement are avoided. The appropriate distances from major facilities shall consider the adverse impacts of odour, noise, and other contaminants to future sensitive uses in order to minimize risk to health and safety and ensure the long-term viability of the major facility;
- i) That new village lands prioritize locations that provide the best access by sustainable transportation modes to facilities and services, such as schools, community facilities, parks, a variety of housing and job opportunities, and where connections to municipal water and wastewater services already exist or can be efficiently provided; and
- j) The consideration of any other effect the new or additional lands would have on the ability to achieve the policies of this Plan.

6) Notwithstanding Policy 5, adjustments of urban and village boundaries outside of a comprehensive review may be considered through amendment to this Plan only when all of the following circumstances apply:

- a) There is no net increase in land within the urban area;
- b) There is no net increase in land within villages;
- c) The adjustment supports the ability to meet regeneration targets identified in Section 3.2;
- d) Village expansions do not include agricultural resource lands;
- e) New or additional lands within the urban boundary have appropriate municipal services, and enough existing reserve capacity in accordance with Policy 5 (c);
- f) Where available, new or additional lands within a village shall have appropriate municipal services, and there is enough existing reserve capacity in accordance with Policy 5 (c); and
- g) Villages expansion does not encroach into the buffers from existing suburban areas.

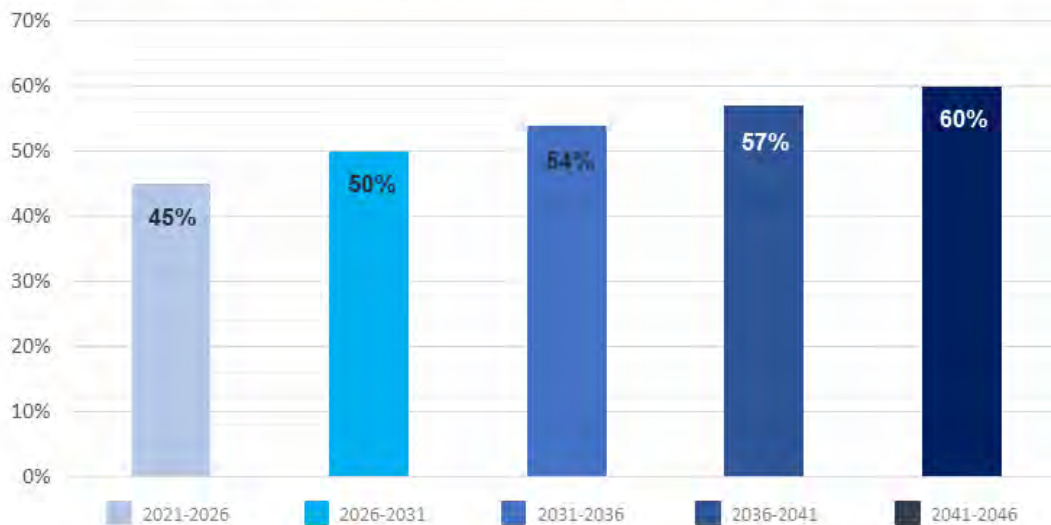
### 3.2 Support Regeneration

This Plan supports regeneration throughout the built-up portion of the urban area through residential and employment regeneration opportunities. Regeneration is directed to hubs, corridors, and neighbourhoods within a 15-minute walk to concentrations of services and transportation options for daily and weekly needs.

- 1) The target amount of dwelling growth to occur through regeneration is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in regeneration throughout the urban area that was developed or built-up as of June 30, 2018 as follows:
  - a) 2018 to 2021: 40 per cent;
  - b) 2022 to 2026: 45 per cent;
  - c) 2027 to 2031: 50 per cent;
  - d) 2032 to 2036: 54 per cent;
  - e) 2037 to 2041: 57 per cent; and
  - f) 2042 to 2046: 60 per cent.

## The target amount of residential dwelling unit growth to occur through regeneration

This overall target is anticipated to be achieved through a gradual increase in the regeneration throughout the Plan as follows:



The percentage represents the proportion of new **private residential dwelling units** based upon building permit issuance for each year within the built-up portion of the urban area.

2) Dwellings that are institutional or collective in nature, such as long-term care facilities, residences for senior citizens, and student residences, are anticipated to occur through regeneration primarily within Hubs and Corridors.

3) Regeneration may occur in a variety of built forms and height categories, from low-rise to skyscraper buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.



### **Definition**

#### **Frequent street transit:**

Street transit that is provided at least every 15 minutes between 6AM and 10PM, and more often during weekday peak times, and in some cases on a 24-hour basis.

4) The majority of residential regeneration shall be located in 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and adjacent Neighbourhoods designations that are within a 15-minute walk to a Hub or Corridor designation as shown on Schedules B1 through B7. Hubs and Corridors designations are intended to be diverse concentrations of commercial, community, and transportation services that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

5) Regeneration is permitted in designations not identified in Table 3. This Plan supports regeneration in these areas and approval of applications for regeneration shall be in conformity with transect and overlay policies as applicable.

6) Regeneration is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve regeneration and sustainable and resilient design goals and targets. Former industrial sites do not have the Traditional, Industrial, Freight and Storage or the Non-Traditional Industrial Mixed designations as shown on Schedules B1 through B7, or a corresponding Industrial designation with a Village Plan or Village Secondary Plan.

7) Focus areas for the majority of employment growth and employment regeneration are the Downtown Core, Hubs, Corridors, Traditional Industrial Areas, Non-Traditional Industrial Areas, and Special Districts.

8) To reduce greenhouse gas emissions through land-use, transportation, and energy planning consistent with Council approved targets, regeneration will be aligned with all of the following principles:

- a) Alignment with local energy utilities to ensure that necessary energy distribution infrastructure can be economically provided;
- b) A compact form and an energy efficient development block pattern and mix of land-uses;
- c) Maximizing the energy and emission reduction performance as part of the review and approval of new or modifications to existing development; and
- d) Increased access to sustainable modes of travel as well as the necessary infrastructure to support the electrification of private and public vehicles.

9) Regeneration shall occur in a variety of dwelling unit floorspace sizes to provide housing choices within 15-minute neighbourhoods. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large dwellings are units with three or more bedrooms and are typically within ground-oriented built forms.

10) The residential growth allocation by dwelling sizes and designation as shown on Schedules B1 through B7 in 15-minute neighbourhoods are established in Table 2.

**Table 2**

Regeneration Residential Dwelling Allocation Targets			
	Hub	Corridor	Neighbourhood
<b>Ground-oriented / Large dwellings</b>	2,000	2,000	45,000
<b>Apartment / Small dwellings</b>	35,000	6,000	2,000
<b>Total Dwellings</b>	37,000	8,000	47,000

11) The minimum residential dwelling density and minimum proportion of large dwelling requirements for each lot within 15-minute neighbourhoods by designation as shown on Schedules B1 through B7 are set out in Table 3

**Table 3**

Minimum Residential Density and Large Dwelling Requirements			
Transect Area	Designation	Minimum Density Requirement <sup>1</sup>	Minimum Large Dwelling Proportion Requirement
All	Hub	100 to 200 units per hectare depending on Hub	5%
All	Corridor (Mainstreet and Minor)	80 to 160 units per hectare depending on Corridor	Elevator buildings: 5% Non-elevator buildings: 25%
Downtown Core,	Neighbourhood within a 15-minute walk to a Hub or Corridor	80 units per hectare	25% for lots that are approximately 15m or wider
Inner Urban	Neighbourhood within a 15-minute walk to a Hub or Corridor	80 units per hectare	50% for lots that are approximately 15m frontage or wider
Outer Urban	Neighbourhood within a 15-minute walk to a Hub or Corridor	40 units per hectare	50%

<sup>1</sup> Dwelling units per net hectare, excluding public rights-of-way and private road areas that provide the same function

12) Large dwelling units with less than three bedrooms may be included in Table 3 if they include sufficient floor space to accommodate at least three bedrooms.

13) The Zoning By-law may determine the minimum floor area for large dwellings in Policy 12 and may provide exemptions from the minimum density and proportion of dwelling size requirements in Table 3 for context specific circumstances, such as lot frontage and/or lot area thresholds.

14) Where Heritage Conservation Districts designated under the *Ontario Heritage Act* occur within 15-minute neighbourhoods, the achievement of regeneration targets and minimum density requirements shall be determined in part by the requirements of the *Ontario Heritage Act*. District guidelines and heritage overlays will be used to integrate regeneration proposals into designated heritage districts.

15) An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or Secondary Plan where applicable in addition to the amendment to the Zoning By-law.



16) The City shall monitor and report annually on the pattern and amount of residential regeneration achieved, including progression as per the gradual rate increase in Policy 3 above. The City will also monitor and report on residential regeneration that includes non-private residential accommodation to be consistent with the Provincial Policy Statement.

17) To support and implement the residential and employment growth allocation and density requirements of this section, and to implement the mobility goals of this Plan, the City will seek opportunities to improve the level of service of rapid transit and street transit over time, in a way that will achieve or surpass the target mode shares for each Transect area as set out in the Transportation Master Plan, commensurate with population growth and affordability.

18) To implement the minimum density requirements within 15-minute neighbourhoods, the City shall consider the application of a number of alternative measures to provide water, wastewater and stormwater capacity, including risk management and/or infrastructure system upgrades in conjunction with its Asset Management Strategy and other City programs where opportunities for regeneration are limited because of the cumulative impact of regeneration projects on infrastructure system capacity.

19) Where this Plan refers to the walking distance from a rapid transit station or a transit priority corridor, the walking distance shall be measured from the centre point of the station, or the centreline of a corridor, using the most direct route along public streets or public pathways. Where there is no existing or planned road network, a radius equal to  $\frac{3}{4}$  of the required walking distance will be measured from the centre point of the station or centreline of a corridor.

### 3.3 Design new communities to be 15-minute neighbourhoods

1) Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute communities through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with Secondary Plans.

2) Greenfield growth areas are identified by the Future Neighbourhood Overlay on Schedule B.

3) A Secondary Plan in accordance with Section 12 shall generally be required for the development of new neighbourhoods as shown on Schedules B5 through B7.

4) New greenfield communities shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing communities or vacant lands that are part of an approved Secondary Plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete community.

### 3.4 Focus rural growth in villages

Villages are to be the focus areas for rural growth. Rural industrial, freight and storage areas shall be the focus of growth of industrial, processing, and logistics uses that are not appropriate within a village.

- 1) Most of the village growth shall be directed to the villages of Richmond, Manotick, Greely, and Carp where municipal services exist or are planned.
- 2) Regeneration within all villages is supported, subject to health and safety limitations for partial and private services.
- 3) Where significant regeneration opportunities exist in Villages with municipal services, the City may permit smaller lot frontages and areas than those of adjacent existing lots and shall consider the Urban Design and Compatibility sections of this Plan to ensure appropriate integration of new development with established areas.
- 4) Where there is sufficient capacity for connection requests to municipal water and wastewater services from partial or private services within an existing village, the City may determine if an update to the village plan and related master plan and studies, such as a master servicing study, is required.
- 5) Where a change to a village boundary is made, an update to the relevant village Secondary Plan is required
- 6) Rural Industrial, Freight and Storage areas are intended to be strategic locations for uses that require access to a highway but do not require municipal water and wastewater services, such as freight transfer and outdoor storage. All permitted uses in Section 9.3 are expected to connect to private services.
- 7) Municipal water and wastewater services are not intended to extend into the rural area outside of villages. Exceptions are provided for in Section 4.7.2.
- 8) Where a country lot subdivision is registered or draft approved, but development of any kind or local street construction has not yet occurred, a number of lots and land area equivalent to or lesser than those approved in such a subdivision may be transferred to a different location within the Rural Countryside area provided all of the following conditions are met:
  - a) The new location abuts a village boundary;
  - b) Development shall be serviced by adequate water quality and quantity and shall not adversely affect the water and wastewater systems of nearby development;
  - c) The subdivision in the former location is formally de-registered at the Land Registry Office prior to the registration of the subdivision in the new location;
  - d) The lands in the former location are rezoned to prohibit residential development prior to the registration of the subdivision in the new location, and such rezoning may be concurrent with the rezoning for the new location;

- e) New development shall comply with the Provincial minimum distance separation formulae, in accordance with provincial regulations, and shall not encroach on the buffer from an urban boundary; and
- f) The proposed development is integrated with the abutting village through connected street and pathway networks to ensure contiguous development throughout the village by providing direct and convenient connections and walkable opportunities to village core areas.

### 3.5 Meet Employment Needs

Ottawa's employment composition is heavily comprised of jobs in the public administration, health and education sectors, due to its role as the nation's capital and as a regional centre for services in Eastern Ontario and Western Québec. There is a nationally significant cluster of knowledge-based technology employment in a variety of sectors, such as telecommunications, software, health sciences, biotechnology, vehicle automation, and video/film animation, with geographic focus in Kanata and in the Downtown Core. There are also many jobs in sectors such as manufacturing, transportation, distribution, logistics, and construction. Employers in these sectors often rely on clustering with similar or symbiotic sectors. Finally, there are primary related sectors such as agricultural, aggregates and resource extraction that occur in the rural areas.

All of the following policies outline where different employment sectors are intended to occur and how "Employment Areas" as defined in the Provincial Policy Statement are disaggregated throughout this Plan:

- 1) Jobs that are compatible and can mix with residential uses shall be located within Hubs and Corridors. Generally, employers with the highest densities are expected to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.
- 2) Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.
- 3) Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Traditional Industrial, Freight and Storage areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Non-Traditional Industrial Mixed areas.
- 4) Areas that have a unique economic development context and require a tailored policy approach to development are identified as Special Districts, such as the Parliament and Confederation Boulevard, Rideau Canal, ByWard Market, Kanata North Economic District, Ottawa International Airport Economic District, Lansdowne, Ottawa River Islands. Section 6.6 describes these Special Districts in more detail.
- 5) Industrial and logistic areas that are land extensive and need greater separation from neighbourhoods and requires access to a highway interchange are located in Rural Industrial,

Freight and Storage areas. These uses tend to be related to construction, transportation, distribution, logistics and limited manufacturing.

6) Primary industry jobs such as agriculture and resource extraction occur in the rural countryside area, in the Agricultural Resource Area, and on lands with the Mineral Resource Overlay. While these employment sectors may not be dense employment areas, they comprise a significant land area in the Plan.

7) Lands designated as Traditional Industrial Freight and Storage and Rural Industrial, Freight and Storage area are considered Employment Areas under the Provincial Policy Statement (PPS) and should be protected and preserved for current and future employment uses that are sector specific. These are lands that may come under pressure for development with other land-uses, are necessary to serve the population and to diversify the local economy and contain uses that generally cannot be integrated with sensitive land-uses.

8) The City plans, protects and preserves the Employment Areas noted in Policy 7 above for current and future employment uses that are sector specific through a comprehensive review process and therefore discourages the removal of land within these Employment Areas for other purposes on an individual basis. Applications to remove land within these Employment Areas or to convert them to non-employment uses shall only be considered at the time of the comprehensive review as required by the *Planning Act*. Applications received between comprehensive reviews shall be considered premature unless City Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert lands in Employment Areas shall be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion. Lands not expressly deemed as Employment Areas for the purposes of the PPS may evolve over time without the need for a comprehensive review.

9) A comprehensive review to assess requests to convert lands in Employment Areas to other purposes shall consider such matters as:

- a) Whether the lands in Employment Areas being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;
- b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;
- c) The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;
- d) The distribution of Employment Areas throughout the city;
- e) The ability to provide sufficient opportunities for the clustering of areas of like employment;
- f) The sufficiency of the supply of optimum-sized Employment Areas land parcels for the range of employment uses anticipated by this Plan;
- g) The preservation of lands for employment uses in areas close to highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;

- h) The preservation of lands for employment uses close to essential linkages, such as supply chains, service providers, markets, and necessary labour pools;
- i) The demand that proposed non-employment use(s) will create for additional community infrastructure in addition to those required by employment uses and the cost of providing the same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in 'j' below;
- j) The impact the proposed use(s) would have on the viability of any remaining Employment Areas or existing employment, including all of the following:
  - i) Incompatibility of land-use;
  - ii) The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site;
  - iii) Affordability (such as land and lease costs) for employment purposes;
  - iv) Market acceptance/competitiveness (attractiveness of the Employment Areas lands in the marketplace for continued development for employment uses);
  - v) Removal of key locations for employment uses;
  - vi) Reduction or elimination of visibility of Employment Areas lands or uses
  - vii) Reduction in optimum size (of either individual employment land parcels or the overall Employment Areas);
  - viii) Interference with the function of the Employment Areas (such as restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation); and
  - ix) Accessibility to the Employment Areas, ability to provide for a variety of employment options, parcels, and maintenance of the identity of the industrial and logistics uses or area.

10) Office uses that are permitted on lands defined as employment areas under the PPS are only allowed to locate within Non-Traditional Industrial Mixed Areas in this Plan.

11) This Plan intends to establish the appropriate scale for office uses that are dependent on locational context, such as proximity to a rapid transit station, rather than solely on designation. The scale of office uses is categorized as follows:

- a) Major Office: a single building with approximately 10,000 m<sup>2</sup> or more of floor area, or 500 or more jobs; and
- b) Small-scale Office: a single building that is smaller than major office, typically less than 10,000 m<sup>2</sup> of floor area.

12) Major Office development shall play a fundamental role in supporting and increasing the ridership of the rapid transit and street transit network and shall be located in areas directly served by stations and stops on this network. Except where currently permitted by zoning, the City shall only permit new Major Office development in the following locations:

- a) The Downtown Core;
- b) Hubs;



- c) On land fronting corridors that are transit priority corridors as designated on Schedules B1 through B7, or have a frequent street transit route, or where a primary building entrance is within 800 m walking distance of an existing or planned rapid transit station;
- d) Non-Traditional Industrial Mixed areas where a primary building entrance is within 800 m walking distance of Industrial an existing or planned rapid transit station or 400 m walking distance of a transit priority corridor;
- e) Non-Traditional Industrial Mixed areas located north of Montréal Road and Ogilvie Road;
- f) Non-Traditional Industrial Mixed area located at Merivale Road and Leikin Drive;
- g) Kanata North special district;
- h) Macdonald-Cartier Airport Special District, once a Secondary Plan for the Special District has been adopted and identifies the preferred location for Major Office uses; and
- i) Neighbourhoods that meet all the following:
  - i) A primary building entrance is within 800 m walking distance of a rapid transit station, 400 m walking distance of a transit priority corridor on Schedule D, or 400 m walking distance of a corridor with a frequent street transit route; and
  - ii) The applicable transect and overlay policies, and the urban design and compatible development policies in Section 4.6 are fully satisfied.



# Section 4.

## City Wide Policies

Photos by: City of Ottawa





## Section 4. City Wide Policies

### 4.1 Mobility

Photo by: City of Ottawa



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

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

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

#### WHAT WE WANT TO ACHIEVE

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

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

1) In the urban area and villages, people who walk, cycle, and use transit shall, by default, be given priority. The resolution of overlapping priorities in the urban area and villages, as well as the establishment of priorities in the rural area, will be informed by Multi-Modal Level of Service (MMLOS) targets outlined in the TMP and MMLOS Guidelines.

2) Equity considerations, in accordance with the Equity and Inclusion Lens, shall be included in the planning and evaluation of all transportation investments.

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

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

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

**Table 4 – Road Classification and Function**

Transect	Downtown Core & Inner Urban					Outer Urban & Suburban					Greenbelt & Rural	
Planning Framework	Town Centre	Hub	Corridors	Ev*/Tr*. Overlays	Other	Town Centre	Hub	Corridors	Ev*/Tr*. Overlays	All	Villages	All Other
Freeway			Flow			Flow				Flow	Flow	Flow
Parkway			Access			Flow				Flow	Flow	Flow
Arterial			Access			Access				Flow	Flow	Flow
Collector			Access			Access				Access	Flow	Flow
Local Street			Access			Access				Access	Access	Access
Lane			Access			Access				Access	Access	Access

\*Ev.: Evolving  
 \*Tr.: Transforming  
 \*F.N: Future Neighbourhoods

5) If a street or intersection cannot provide or accommodate separate walking or cycling facilities, within the existing lane arrangement, or be designed so that motor vehicles operate at speeds that

do not compromise the safety of the most vulnerable users consistent with the Safe Systems Approach, the City shall reallocate space in the ROW in order to protect people using the most vulnerable modes.

6) New subdivision development shall accommodate the potential future extension of the pedestrian, cycling, transit and road networks to adjacent properties, including those lands beyond an existing urban boundary or village boundary and shall connect to the existing or planned network of public sidewalks, pathways and cycling facilities.

7) The City may acquire property in proximity to existing or planned transit stations, or other locations where barriers may exist as identified in the TMP and associated plans, or approved planning studies, for the purpose of providing more direct access for active transportation modes.

8) The City shall continue to levy and collect development charges to fund the growth-related component of active transportation connections, including bridges across major barriers.

9) The City shall seek to create networks of complete streets as opportunities arise through the construction or reconstruction of transportation facilities, such as roadways, bridges, and transit stations as part of other capital projects, and through the approval of development.

#### 4.1.2 Promote healthy 15-minute neighbourhoods

1) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, MMLOS Guidelines and all the following criteria:

- a) All new and reconstructed streets in the urban area and villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans;
- b) Safe, direct and convenient pedestrian and cycling networks; including crossings along desire lines where needed and appropriate, as a priority over other models;
- c) Pedestrian and cycling networks may be extended through private properties and secure public access, as a condition of development approval, where appropriate or identified in this Plan and the TMP and associated plans;
- d) Existing streets may be retrofitted with permanent measures, and if not possible temporary measures to improve safety based on context, the mix of users and intended vehicle speeds;
- e) New and retrofitted local streets shall be designed to 30 km/h operating speed as specified in the Road Safety Action Plan; and
- f) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans.

2) Development of land abutting an existing or planned pedestrian or cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the pedestrian and cycling facility by providing vehicular access to parking and service areas from side streets or rear lanes where possible:

3) Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.



- 4) Pedestrian and cycling facilities, as well as traffic calming measures, shall be required or upgraded as part of development to the standard identified in the TMP and associated plans, Road Safety Action Plan, or other approved City guidelines.
- 5) Where identified as a safe alternative, a pathway, paved shoulder or traffic calming measures to support a shared-use environment may be used instead of separated on-road pedestrian or cycling facilities provided they are maintained year-round, in coordination with Policy 13 below.
- 6) New developments will be linked to the existing or planned network of public sidewalks, pathways and cycling facilities, which connect parks and other spaces within the public realm, transit stations and transit stops, and community services and facilities.
- 7) Provide safe and convenient pedestrian routes and facilities, facilities in Hubs and Corridors and, within the following distances from transit:
  - a) 600 m radius or 800 m walking distance, whichever is greatest, to existing or planned rapid transit stations; and
  - b) 300 m radius or 400 m walking distance, whichever is greatest, to existing or planned street transit stops along a transit priority network.
- 8) Beyond the 600 m radius or 800 m walking distance specified in Policy 7, pedestrian facilities may still be required, including traffic calming measures as identified in the TMP and associated plans, and other City documents.
- 9) Provide safe and convenient cycling routes and facilities, as defined in the Active Transportation Plan in Hubs and Corridors and within 1.9 km radius or 2.5 km cycling distance, whichever is greatest, to existing or planned rapid transit stations and street transit stops on the Transit Priority network.
- 10) Beyond the 1.9 km radius or 2.5 km cycling distance specified in Policy 9 above, cycling facilities may still be required, including safe and convenient routes and separated facilities as identified in the TMP and associated plans.
- 11) Provide short-term and long-term bicycle parking facilities that are secure, lighted, accessible, and where appropriate, highly visible and sheltered, at destinations, as specified in the TMP and associated plans.
- 12) The TMP and associated plans enact policies to protect on-road and off-road corridors for the provision of cycling facilities, including space to provide sufficient separation from motor vehicles as well as sufficient space to accommodate the separation of movements within signalized intersections to create safe and convenient facilities.
- 13) During the review of development and as part of road construction and reconstruction projects, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, on all new and reconstructed City roads, as follows:

- a) Arterials, Major Collectors and Collectors in the urban area and villages shall include:
  - i) Sidewalks on both sides;
  - ii) Unidirectional cycling facilities on each side or bidirectional cycling facilities on one side, or both sides as required.
  - iii) Notwithstanding Policy 13 a.(i), a City may consider shared pedestrian and cycling facilities in lieu of separate facilities on one side to maintain continuity of travel along the corridor; and
  - iv) Notwithstanding Policy 13 a.(ii), the City may consider proposals to provide shared cycling and motor vehicle street surfaces, when it is demonstrated that speeds and volumes are below a threshold for mixed travel modes.
- b) Locals in the urban area and villages shall include sidewalks on at least one side, and sidewalks on both sides:
  - i) Wherever needed to create continuous and direct connections to multiple destinations that are on both sides of the street including transit stations and on-street transit stops, schools, daycares, public parks, pathways, recreation centres, public buildings and institutions, neighbourhood commercial, retail or industrial areas, and connections to collector and arterial roads; and
  - ii) Wherever identified by Schedules C3 and C6, or the TMP and associated plans, a secondary plan, a local plan, or road design or area traffic management plans.
  - iii) Notwithstanding Policy 13 b.i. and 13 b.ii., the City may consider proposals to provide shared pedestrian, cycling and vehicular street surfaces, when the street design and context is consistent with the definition of a living street and protects vulnerable road users.
- c) In the urban area and villages separate cycling facilities may not be required except as noted in Schedules C3 and C6 and/or in the TMP and associated plans.
- d) In the greenbelt and rural transect, except villages, as follows:
  - i) Cycling facilities and/or multi-use pathways shall be required on one or two sides of all arterial and collector streets passing through the Greenbelt such that two-way continuity of travel is maintained along the corridor;
  - ii) On all roads identified as cycling routes on Schedules C3 and C6; and
  - iii) When re-constructing or retrofitting existing streets without pedestrian and/or cycling facilities, design solutions shall be informed by considerations such as the existing context, available right-of-way, network connectivity and financial factors.

14) Notwithstanding Policy 13 above, the City shall require the provision of pedestrian and cycling facilities on all existing, new and reconstructed roads wherever identified by Schedules C3 and C6, or the TMP and associated plans, or a local plan.

15) The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C6 and in the TMP and associated plans that will be implemented through the review of development, development of spaces within the public realm, and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors, and arterials are cycling routes that, over time, are to include cycling facilities as set out in Policy 13 above. The TMP and associated plans shall identify priority pedestrian and cycling projects to be implemented in the near-term.

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

17) The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for regeneration and new growth including greenfield areas, new neighbourhoods and expansion lands will be improved in relation to private vehicle use through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.

18) Where a development proposal is located within a 600-metre radius of a rapid transit station or 300-metre radius of a street transit stop on the transit priority network, proponents shall demonstrate how the development proposal meets the City's Transit-Oriented Development Guidelines, TIA guidelines and the TMP and associated plans.

19) Development integrated or directly connected to rapid-transit stations or transit stops shall provide public access through buildings with high-quality linkages to sidewalks on nearby streets. These linkages shall be publicly accessible during transit operational times. The City will consider, at its discretion, cost sharing agreement with the private sector.

20) Ensure that the timing and phasing of new subdivisions and major development is dependent on the timing and provision of sufficient frequent street transit or rapid transit service capacity. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision or a major development is proposed to be occupied before frequent street transit or rapid transit service is in place, the City may require development proponents to enter into early service agreements to implement the transit service improvements, ahead of its City-scheduled implementation, to coincide with early stages of occupancy.

21) The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the community, with the potential for transit routes to be spaced such that 95 percent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.

22) The City shall provide park-and-ride facilities to enhance access to rapid transit at select stations and other appropriate sites. Park-and-ride facilities shall incorporate active transportation connections and infrastructure to facilitate walking and cycling to transit stations.

23) The City may consider the conversion of all or part of park-and-ride facilities to residential or non-residential development where:

- a) Park-and-ride lots are located within designations that permit high-density development.
- b) The development is expected to result in more people using transit compared to the park-and-ride lot considered for conversion.

24) Development within the Development Zone of Influence, as shown in Annex 3, shall protect land for rapid-transit stations and corridors identified in Environmental Assessments. Land within

and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and related facilities including maintenance access and multi-use pathways. Subdivision and site plan applications within the Development Zone of Influence for existing and future rapid-transit stations and corridors are required to undertake a Proximity Study.

25) The City shall require new development on land adjacent to all existing and former rail corridors and facilities to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective in determining the development setback is to ensure new development is compatible with the long-term purposes of the corridors and facilities. New development adjacent to such corridors must be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities. Where the applicant has demonstrated the use of mitigation measures are not technically or practically feasible, alternative measures that are safe and offer the same or greater level of risk mitigation as the standard mitigation measures can be proposed in an engineering report. The report may be peer reviewed by an expert third party, at the applicant's expense.

- a) For freight rail corridors, the FCM-RAC Guidelines for New Development or its successor in Proximity to Railway Operations apply; or
- b) For transit rail corridors an engineering report shall be submitted as part of the development application; or
- c) Where a rail corridor is used for both freight and transit rail, the more stringent requirements apply.

26) The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding.

27) An amendment to this Plan is required when a part of the rapid transit or transit-priority network is added or deleted from Schedule C2.

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

1) The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors, and contribute to the overall quality of the urban environment.

2) The City recognizes that the parkway network is a multi-modal corridor, primarily developed by the National Capital Commission, that contributes significantly to the urban greenspace network while providing access to major capital and civic destinations.

3) The City recognizes the role of Highway 174 as an important city freeway and rural arterial roadway. Therefore, new accesses from individual properties along this roadway will generally not be permitted, particularly when shared or joint access, or alternative road access points are possible. In the long term, public streets and private driveways that currently access Highway 174

may be subject to consolidation or relocation of access points if roadway modifications or development of affected properties occurs at some future date.

4) The street and road network shall be developed as identified on Schedules C4, C5, C7 and C8.

5) An amendment to this Plan is required when an arterial street or city freeway is added to Schedules C4, C5, C7 and C8. An amendment to this Plan shall not be required to add or delete collector or major collectors.

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

7) Parts of the street and road network may be repurposed and dedicated to certain modes of transportation, uses of land, or streetscaping if it contributes to the implementation of transportation and land-use objectives of this Plan, including:

- a) Roadway lanes reserved for transit vehicles in identified locations supportive of rapid transit and the transit-priority network;
- b) Priority use of lanes on selected streets or roads for such purposes as new or improved pedestrian or cycling facilities, or high-occupancy vehicle lanes;
- c) Conversion of a portion of a right-of-way to a public space, including a car-free zone, as part of a road closure application; and
- d) Dedication of a portion of a right-of-way to street trees or low impact development (LID) stormwater features and related infrastructure, such as curb extensions, soil structures and landscaping.

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

9) The City shall support wildlife crossings where:

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

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

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



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

- a) Hubs and Corridors; and
- b) Within a 600 m radius or 800 m walking distance, whichever is greatest, to existing or planned rapid transit stations; and
- c) Within a 300 m radius or 400 m walking distance, whichever is greatest, to existing or planned street transit stops along a transit priority corridor; and
- d) Other areas determined by Council.

3) The City shall review parking requirements or permissions for small lots where they cannot reasonably accommodate surface parking, loading and lay-by areas, without unduly compromising site functionality, compatibility with the land-use context or the public realm.

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

5) The City shall review right-of-way (ROW) space allocated for on-street parking, particularly around Corridors and in Neighbourhoods, to ensure that the provision of safe and convenient infrastructure for people who walk, cycle and use transit is prioritized.

6) The City may allocate parts of streets during various times, and in various locations, as applicable for uses such as:

- a) Curbside pickup and drop off areas or loading zones for local businesses and residential buildings, in accordance with the goods movement policies in Section 4.1.6, Policy 8;
- b) Pick-up and drop-off spaces for taxis and rideshare vehicles;
- c) Communal bicycle parking facilities;
- d) Parking for e-scooters or other micro-mobility devices;
- e) Food truck stands and other mobile amenities;
- f) Temporary spaces for waste pickup, recycling or compost on collection day;
- g) Elements associated with living streets including but not limited to street side spots, patios or vending spaces;
- h) Car-share parking;
- i) Short-term on-street parking spaces for visitors or local businesses;
- j) Residential on-street parking permit zones, and
- k) Electric vehicle charging spaces.

7) Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements, such as additional or higher quality bicycle parking.

8) A public garage that serves several sites may be permitted in Neighbourhoods where it reduces or replaces, at a local scale, the need to provide on-site parking.

9) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment, and function of the street, as identified in Transect and designation policies, through strategies such as:

- a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
- b) Including other uses along the street, at grade, to support pedestrian movement;
- c) Providing landscaping, art, murals, or decorative street treatments; and
- d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate.

10) Large areas of surface parking are to be designed to meet all of the following:

- a) Avoid one extensive parking area and instead have several smaller-sized parking areas defined by circulation patterns, landscaping, lighting, and other elements;
- b) Avoid locating parking areas and driveways between the front or corner lot line and building facades;
- c) Landscaping requirements for parking lots shall be in addition to landscaping requirements for the right-of-way around the perimeter of parking lots;
- d) Provide safe and direct pedestrian connections with dedicated facilities or pathways that result in clearly identifiable pedestrian walkability within the site;
- e) Include regular spacing of tree islands, with sufficient soil volume and quality, and landscaping treatment to allow the growth of mature shade trees;
- f) Review the feasibility of incorporating low impact development measures for stormwater management;
- g) Encourage the provision of electric vehicle charging spaces; and
- h) Designed to anticipate redevelopment of the site over time and facilitate future regeneration, severance and infill.

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

1) The City shall ensure that new mobility options meet the goals of this Plan and aim to facilitate seamless, multi-modal travel, through the following policies:

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

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

1) The City shall foster the inter-city and inter-regional flow of people and goods by continuing to work with the City of Gatineau, the Provinces of Ontario and Québec and the federal government to:

- a) Improve regional transportation through better integration of transit services, including a stronger regional transit network;
- b) Collaborate on determining the location of future crossing(s) of the Ottawa River, with the intent of creating new transit links and relocation of inter-provincial truck travel away from the Downtown Core; and
- c) Explore mitigation measures for inter-provincial truck travel through the Downtown Core.

2) The City shall request the protection of space for dedicated rapid transit service across all existing inter-provincial bridges and other locations as identified in the TMP and recommended by Environmental Assessment studies.

- a) The City shall seek opportunities to enhance active transportation across interprovincial bridges; and
- b) The City shall prohibit development in locations that could hinder the implementation of a potential Ottawa River crossing.

3) For passenger transportation main terminals, the preferred location is directly connected to a rapid transit station in the Downtown Core.

4) For facilities with a sub-regional catchment area, such as major employers, major public facilities like hospitals or stadia, or post-secondary institutions, the preferred location is within walking distance of a rapid transit station, and the City shall work with proponents to provide safe and convenient access by sustainable transportation modes.

5) The City shall evaluate the impacts of proposed changes to provincial highways relative to the strategic directions of the Official Plan. Where proposed changes do not align with the strategic directions of the Official Plan, the City shall work with the Province towards mutually agreeable solutions.

6) For grade-separated highway interchanges within the urban area, particularly close to transit stations, the City shall work, in collaboration with the Ministry of Transportation of Ontario (MTO) as appropriate, to reduce the overall interchange footprint, enhance connectivity and facilities for multi-modal travel, and support efficient uses of land and transportation structures that provide the necessary traffic functions while allowing for other uses better aligned with the strategic directions of the Official Plan.

7) The City shall not pursue or support further widenings of Highway 417 within the urban area, beyond the works that are approved as of the date of the adoption of this Plan. Where any structural works are to be done as part of the ongoing maintenance of the highway infrastructure, such work shall avoid the demolition of any buildings along Corridors or in Hubs and prioritize methods and approaches that do not demolish any other buildings.

8) This Plan establishes the following goods movement objectives, to be elaborated in the TMP and other associated plans, policies and strategies:

- a) Ensure that site planning for developments addresses trip-end logistics and impacts on-site and minimizes those impacts on the street with consideration for the frequency and diversity of deliveries and delivery modes as part of a Transportation Impact Assessment (TIA) submission;
- b) Consider curbside space management and allocation on public streets and roads to support trip-end logistics and minimize Vehicle Kilometres Traveled (VKT) provided it meets the objectives of this Plan;
- c) Manage vehicle size, type and frequency based on urban context, the road function and the mode priority as outlined in the MMLOS guidelines, with a preference for smaller, lower impact, low or no-emission vehicles and delivery methods;
- d) Minimize potential conflict points between delivery vehicles and vulnerable road users, including scheduling delivery times outside peak travel times;
- e) Minimize the impact of large vehicles by implementing all the following mitigation measures:
  - i) Identify and protect truck routes including connections for interregional truck travel routes such as highway routes, bridges and other measures; and
  - ii) Identify and implement alternatives to existing interprovincial truck routes through the Downtown Core.
- f) Where truck routes are located on urban streets, implement interim and permanent mitigation measures to improve other modes' safety, with priority to the most vulnerable street users;
- g) Road and street design shall consider farm vehicles in the following circumstances:
  - i) Where there is a demonstrated need to travel through Villages and any Urban Area that provides direct access to agricultural land and the Greenbelt; and
  - ii) Where it ensures the protection of agricultural operations and supports the distribution of food and other agriculture-related goods.
- h) Address emerging technologies and practices in trucking of goods based on urban context;
  - i) The City shall preserve strategic locations for distribution centres with good access to one or more of major highways, the airport, railroads and the arterial street network;
  - j) The City shall support stand-alone pick-up facilities for small parcels in locations that are well-served by both transit and active transportation facilities, such as at rapid transit stations and near bus stops on the frequent street transit network in the urban area, and in village cores in the rural area; and
  - k) In industrial and commercial areas with rail access, the development of intermodal terminals such as truck/rail transfer facilities that reduce the amount of freight transported by road are permitted.

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

1) The City shall protect rights-of-way for the street and road network shown on Schedules C4, C5, C7 and C8 and as listed in detail in Schedule C14.

2) The City shall protect lane, street, road and rail rights-of-way and utility corridors for potential future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.

- 3) The City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a plan of subdivision, severance, site plan, or a plan of condominium, as detailed in Schedule C 14. This may involve unequal road widenings, the requirement for additional land for corner triangles and auxiliary lanes at intersections, active transportation facilities, railway crossings, or roundabouts and the use of easements for streets, in Schedule C 14 and within Hubs and along Corridors.
- 4) In Design Priority Areas, the widening of right-of-ways shall be used to prioritize public realm improvements, including widened sidewalks, cycling facilities, bicycle parking, street trees, and street furniture where the entire length necessary for the roadway improvement are not acquired.
- 5) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, such as electric distribution or transmission corridors as they become available, for use as future transportation, utility or electrical generation corridors, subject to affordability.
- 6) The City may permit interim uses of land in road and rail rights-of-way and utility corridors if they are consistent with the objectives of this Plan, such as active transportation, recreational and agricultural uses. Future transportation or utility uses will have priority over any interim use, with considerations for the continuation of interim uses wherever possible.
- 7) The City shall not close, sell, or dispose of unopened road allowances, lanes or roads that have potential, in the short- or long-term, for use as a roadway, transit or utility corridor, pedestrian or cyclist link, alternative access to property, or public access to the shore of a water body.
- 8) The City will not dispose of, sell, or open road allowances that would create new legal access to landlocked parcels in core areas of the natural heritage system, except through an environmental assessment.
- 9) When the City closes and sells an unopened road allowance, it shall maintain public access for cyclists and pedestrians in the corridor or at alternative locations in the future where such access supports the policies of this Plan.
- 10) The City may re-establish access and passage on public lanes at any time.
- 11) Under the provisions of the *Planning Act*, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights-of-ways as a condition of development approval.



## 4.2 Housing

Adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes, and backgrounds is a key requirement health and well-being.

Affordable housing is defined by the Provincial Policy Statement as housing for which a low and moderate-income household pays no more than 30% of the household's gross annual income for home ownership or rental housing. The Official Plan will continue to coordinate with and support the goals of the Ten-year Housing and Homelessness Plan as amended from time to time. The City will promote the achievement of affordable housing for low and moderate income households by providing a toolkit of planning incentives and direct supports, including but not limited to: density bonusing; density transfer; deferral or waiving of fees and charges; alternative development standards; land; more flexible zoning that allows for a greater number of units within the permitted built form envelope; and application processing priority.

### WHAT WE WANT TO ACHIEVE

- 1) Enable greater flexibility and an adequate supply and diversity of housing options throughout the City
- 2) Maximize the ability to provide affordable housing throughout the City
- 3) Protect existing rental housing stock and encourage production of more rental units.
- 4) Direct attention to the needs of those at and below the 6<sup>th</sup> income decile, as well as other vulnerable groups.



Photo by: City of Ottawa

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

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the City shall be provided through the Zoning By-law, by:
  - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
  - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
  - c) Permitting a range of housing options across all neighbourhoods to suit the widest possible range of price, occupancy arrangements and tenure; and
  - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of such standards against the effects on housing affordability.
  
- 2) The City shall support the production of a missing middle range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods and corresponding 15-minute neighbourhoods around key hubs and corridors, by:
  - a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
  - b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
  - c) On appropriate locations, allowing missing middle housing forms while prohibiting lower-density typologies within the Zoning By-law.

#### **Definition**

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

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

- 3) Accessory Dwelling units, including coach houses, secondary dwelling units and garden suites are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes. The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern compatibility of these units with the main dwelling and surrounding context. Furthermore, the following criteria and limitations apply:
  - a) A coach house is permitted on a lot in which the primary home also contains a secondary dwelling unit;
  - b) A coach house shall be smaller than the primary home and the Zoning By-law shall set forth the appropriate maximum permitted size;
  - c) The size, floor area, function and occupancy of a dwelling unit in a coach house in the urban area is not intended to exceed that of a typical two-bedroom apartment;

- d) A coach house may not be severed from the lot accommodating the primary dwelling;
- e) Applications for minor variances with respect to coach houses shall have regard for all applicable policies of this Plan, as well as the following considerations:
  - i) The proponent can demonstrate that the privacy of the adjoining properties is maintained;
  - ii) The siting and scale of the coach house does not negatively impact abutting properties; and
  - iii) Distinctive trees and plantings are preserved on the subject property.
- f) The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area. An application to allow a height of up to two storeys through a minor variance may be considered where the considerations noted in Section 4.2, Policy 3 e) above can be satisfied.



- 4) A coach house shall only be permitted where the primary dwelling is located on:
  - a) A lot in a public service area and only where public or communal services for both water and wastewater services are currently provided to the main dwelling; or
  - b) A lot that is 0.8 ha or greater in size and is in the rural area or village and where:
    - i) The primary dwelling is serviced by a private water and wastewater system and the coach house shall share either the water or wastewater system with the main dwelling; or



ii) The primary dwelling is serviced by one public or communal service (water or wastewater) and one private service, and the coach house shall share the public or communal service with the main dwelling.

5) Where the Zoning By-law permits a dwelling, a home-based business shall also be permitted. The provisions of the Zoning By-law shall contain regulations to ensure compatibility so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of automobile traffic.

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

1) An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City:

- a) Seeks to maintain a residential rental vacancy rate of at least 3% among all categories of dwelling units and in all survey areas, as measured by the annual CMHC Rental Market Report; and
- b) Strictly controls the diversion of long-term rental housing units and residential land to dedicated short-term rental use, including through online sharing-economy platforms that enable dwelling units to be rented to the travelling public.

2) The City will study the potential role that tiny houses can play in contributing to an affordable housing stock and make any necessary modifications to its land use-controls to facilitate them if necessary.

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

1) Plans of condominium and applications under the *Planning Act* that would have the effect of removing six or more dwelling units, including rooming units, from the long-term rental market shall not be approved unless:

- a) The rental vacancy rate for units of the same bedroom count and in the same survey zone as the affected rental units has been at or above 3 per cent for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation;
- b) The current rents of the affected units have been at or above the average market rent for units of the same bedroom count and in the same survey zone for the preceding three-year period as reported annually by Canada Mortgage and Housing Corporation; and
- c) The affected units are replaced with equivalent units on the same site and offered to the tenants at the same rent at the time the application was made, on a right-of-first-refusal basis.

2) Amendments to the Zoning By-law to reduce the number of permitted apartment dwelling units or rooming units shall not be approved unless there is an equivalent and concurrent zoning amendment nearby to ensure no net loss of apartment or rooming unit potential within the same neighbourhood.

- 3) The Committee of Adjustment shall, in addition to all other policies in this Plan, have regard for the following when evaluating minor variances to permit low-rise infill apartment dwellings:
- a) Variances to increase permitted unit counts should generally be proportional to the size of the lot, such that the effective unit density permitted by the zoning is not significantly increased;
  - b) Variances to reduce the minimum required lot size may only be considered where adequate waste storage and management, bicycle parking and intensive soft landscaping can be provided.
  - c) Variances to alter exterior design requirements such as balconies or facade articulation may be considered where, in the opinion of the Committee of Adjustment, the proposal serves the goals of context sensitive design and urban design as well or better than would compliance with the relevant zoning standard.
  - d) Variances to reduce the minimum required side yard:
    - i) may only be considered where alternate measures to ensure adequate access for waste management and bicycle parking are provided; and
    - ii) may reduce side yards to zero to enable attached building designs, where the written consent of the abutting lot owner is secured;
  - e) Variances to reduce the required area of soft landscaping
    - i) may be tied to requirements for more intensive plantings such as trees or shrubs, so that the volume of vegetation compensates for reduced horizontal area; however,
    - ii) despite (i), where the purpose or effect is primarily to enable motor vehicle parking or driveways, variances to reduce the required soft landscaping are contrary to the intent of this Plan.
  - f) The Committee of Adjustment may make the approval of variances conditional on substantial or strict conformity with the plans and elevation drawings submitted with the variance application.

#### 4.2.4 Direct attention to the needs of those at and below the 6th income decile, as well as other vulnerable groups

- 1) The City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:
- a) Permitting, in any zone where residential uses are permitted, alternative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:
    - i) Rooming houses;
    - ii) Retirement homes;
    - iii) Group homes; and
    - iv) Other long-term housing forms that serve the needs of individuals not forming part of a household.
  - b) Further to (a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to unreasonably limit the opportunity to provide such housing forms.



- 2) The City recognizes emergency and transitional shelters and transitional housing as a key component of the housing continuum and shall, through the Zoning By-law:
  - a) Permit emergency shelters and transitional shelters as a permitted use in areas with high access to transit, services and support including along the rapid transit network and along Corridors with frequent street transit service;
  - b) Permit emergency shelters and transitional shelters as an accessory or ancillary use to all institutional land-uses;
  - c) Permit transitional housing in any zone where a residential unit is permitted; and
  - d) Not establish restrictions, including minimum separation distances or caps, whose effect is to unreasonably limit the opportunity to provide such shelter and housing forms.
- 3) The City may assist non-profit housing providers by including site-specific minor zoning amendments for such providers' lands as part of periodic omnibus or anomaly zoning amendments.
- 4) The City will undertake periodic amendments to the Official Plan where necessary or helpful to support the goals of the Ten-year Housing and Homelessness Plan as amended from time to time, in matters of land use, infrastructure, transportation and the City's use of its own assets and real estate.
- 5) The City shall, as a priority measure, implement Inclusionary Zoning as provided by 16(4) and 35.2 of the *Planning Act*.
- 6) The City shall use its own lands to test new models of affordable housing delivery subject to continuity of city operations and land use compatibility. No Official Plan amendment will be required for the City to undertake development on a temporary or permanent basis.

### 4.3 Large-scale Institutions and Facilities

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

#### WHAT WE WANT TO ACHIEVE

- 1) Ensure Large Scale Institutions and Facilities are within 400 metres of rapid transit or along a Corridor with frequent street transit.
- 2) Design Large scale Institutions and Facilities to coordinate with the existing urban fabric



Photo by: City of Ottawa

#### 4.3.1 Ensure Large-scale Institutions and Facilities are within 400 metres of rapid transit or along a Corridor with frequent street transit

1) Large scale Institutions and Facilities are not shown on the schedules of this Plan but shall be permitted within the urban area by amendment to the Zoning By-law within Hub, Mainstreet, Neighbourhood or Special District designations. They shall be within 400 metres of a rapid transit station or along a Corridor with frequent street transit.

#### 4.3.2 Design Large-scale Institutions and Facilities to coordinate with the existing urban fabric

1) Any development that will establish a new or expand an existing Large-scale Institution and Facility shall be evaluated on the basis of all of the policies below:

- a) Downtown Core, Inner Urban, Outer Urban or Suburban Transect policies, and Overlay policies where applicable, shall apply to the built form and site plan;
  - b) Institutions and facilities of this scale are about city-building and shall enhance quality of life for the surrounding community and the City as a whole through means such as:
    - i) Providing public parks and privately-owned public spaces, tree planting and enhanced landscaping;
    - ii) Large buildings are recognized as priority locations in support of their rooftop photovoltaic electricity potential to generate local renewable energy while reducing greenhouse gas emissions;
    - iii) Consistent with the City's Public Art Policy, one percent of eligible municipal or public-private partnership construction budgets, including for new large-scale institutions and facilities, shall be for public art commissions. For Large-scale Institutions and Facilities not subject to this requirement, an equivalent contribution to public art commissions will be encouraged.
    - iv) Heritage assets and natural features shall be identified to be conserved and integrated, where possible;
  - c) Co-locating or providing a mix of land-uses at a density that is transit supportive may be required;
  - d) Sites shall be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops and from existing public streets. New development shall integrate into and extend throughout its site a street grid pattern from the existing surrounding pattern of public streets and sidewalks. Sites shall be organized to create walkable blocks that support permeability through the site. Where appropriate, the street network may include private internal streets and pathways to provide more connections. All private and new public streets are required to have sidewalks on both sides, and a right-of-way width that accommodates cycling and trees. Any private street shall have the look and feel of a public street and be equally accessible to the public, other than in exceptional circumstances where fully demonstrated security requirements may entail access control;
  - e) A Transportation Impact Assessment and a Transportation Demand Management Strategy that demonstrates actions to reduce automobile dependency;
- The adequacy of public water, wastewater and stormwater services;

f) Service and loading areas should be internalized for facilities over four storeys. For low-rise facilities, the service and loading areas shall be visually screened from the streets, sidewalks and parks, and from abutting residential properties through building and site design in accordance with Transect and Overlay policies.

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## 4.4 Parks and Recreation Facilities

Parks are one component of the city's greenspace and are important for our quality of life, active recreation and health. Parks provide spaces to showcase our diverse cultural communities and for creative expression.

The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks. Parks should be of a shape and size that provide appropriate access and visibility and suit the scale and fabric of the surrounding community. Community design that connects sidewalks and linear corridors featuring multi-use pathways, living streets, woonerfs, canopy trees and vegetated areas to parks is essential. Parks are distributed throughout a community, and across the City, to enable residents to easily access parks and fulfill a range of municipal recreational needs.

### WHAT WE WANT TO ACHIEVE

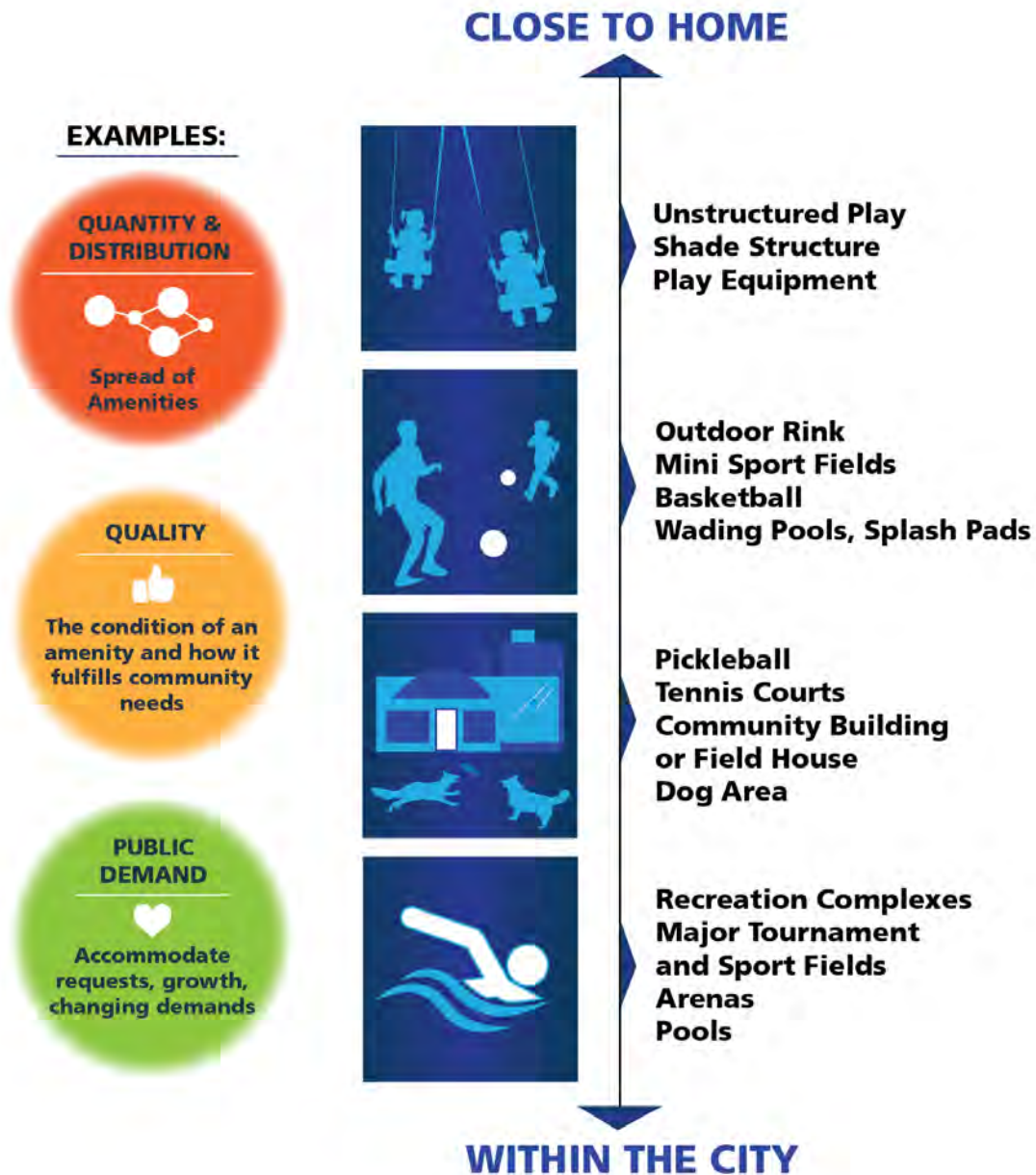
- 1) Identify park priorities within Ottawa's growth areas
- 2) Guide decision-making for future parks
- 3) Provide new parks in the Downtown Core and Inner Urban Area
- 4) Emphasize larger parks to the Outer Urban and Suburban Areas
- 5) Locate new rural parks in villages
- 6) Design parks that contribute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

Photo by: City of Ottawa





# APPROACH TO PARKS AND ACTIVE RECREATION



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

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

- 1) The City shall provide parks through the following three mechanisms:
  - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the *Planning Act* and the City's Parkland Dedication Bylaw or any successor By-law; or
  - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
  - c) The City may choose to buy parks with cash-in-lieu of parkland or through capital expenditures.
  
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs;
  - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall:
    - i) be a minimum of 400 m<sup>2</sup>
    - ii) be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas;
    - iii) be of a usable shape, topography and size that reflects its intended use
    - iv) meet applicable Provincial soil regulations; and
    - v) meet the minimum standards for drainage, grading and general condition.
  
- 3) For site plan applications, when the development site is more than 4,000 m<sup>2</sup>, the City shall place a priority on acquisition of 10% of land for park(s) as per the *Planning Act* and the Parkland Dedication By-law.
  
- 4) The Parkland Dedication Bylaw, or any successor By-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of this Plan:
  - a) All development shall be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies. The dedication at this rate shall be for gross land area and shall not include shoreline or hazard lands;
  - b) An alternative parkland dedication rate of 1 hectare per 300 dwelling units shall be applied to parkland dedication for residential development at densities that exceed 18 units per net hectare. For developments types that exceed this density, the parkland conveyance will not exceed a maximum of 10% of the land area of the site being developed. For cash-in-lieu of parkland at this density, the rate will be the lesser of 1 hectare for every 500 dwelling units or 10% of the value of the land as determined by the City's Realty Services Branch;
  - c) The City shall determine the parkland dedication for mixed-use development based on the proportion of the site or building occupied by each type of use; and

d) Where cash-in-lieu is taken, it shall be principally for the acquisition of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. However, in most cases, the City's Parkland Dedication By-law or any successor By-law shall provide for a portion of these funds to be used for park and recreation purposes that are city-wide in scale.

5) The Park Development Manual will set out the park typologies to define and standardize the park development process for both City-built and developer-front-ended projects to the satisfaction of the Department responsible for recreation.

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

7) The Zoning By-law shall designate urban parkettes/plazas, woodland parks, parkettes, neighbourhood parks, community parks as permitted uses in any zone, and may provide large regional parks, district parks and recreational facilities such as recreation centres, community centres, arenas with a separate zone.

8) The City may approve the conversion of a public right of way to designated parkland with a Street Closing Application. The City will identify and consider public rights of ways, vehicular lanes, underused road segments, and other vehicular spaces as opportunities for park space. These features may be purchased, used by agreement, expropriated or conveyed to the City as part of development. This policy complements public realm improvements to existing streets as directed by Section 4.6, Policy 15.

9) Council may consider City-owned properties, including those being considered for disposal, as a location to build a new park. Parking facilities are a notable example.

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

11) The City may identify locations for linear parks. The linear parks are not only used for transportation; but also provide opportunities for lookouts, playgrounds, water features, art installations, and places to picnic; these are spaces that encourage both movement and relaxation. For a linear park to be considered for parkland dedication, it must be able to accommodate active recreation amenities.

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

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

2) For large development areas, a cost sharing agreement and area parks plan among all landowners may be required to coordinate several developers to collaborate and to allocate parkland dedication towards one larger park, to obtain the most optimal park locations for these areas.

3) Where a development proposal is generally five hectares in area or larger, or within a priority neighbourhood identified in the Ottawa Neighbourhood Equity Index, City Council may approve an account where 100% of the cash-in-lieu of parkland collected in that area shall be used to acquire new or improve existing parks

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

1) To provide new parks in the Downtown Core and Inner Urban Area, the City will consider the following:

- a) An Urban Parks Strategy or similar document shall identify the City's preferred location for parks where higher density communities exist or are expected;
- b) New park sites will be considered in Hubs, Corridors and, when in Neighbourhoods, in the centre of communities;
- c) The acquisition of large parks in the Downtown Core and Inner Urban Area will be prioritized where opportunities arise, for example as part of the LeBreton development.
- d) Opportunities for urban plazas and urban parkettes that alongside recreational uses consider cultural development opportunities such as space for performance, exhibition, commemoration and ceremony;
- e) If land is of sufficient size and shape to accommodate recreational amenities, linear parks may be considered; and
- f) Privately-owned public spaces may be considered when City ownership is not feasible.

#### 4.4.4 Emphasize larger parks in Outer Urban and Suburban Areas

1) For future neighbourhoods in Outer Urban and Suburban Areas, the City has the following preferences:

- a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred. In Hubs and Corridors, urban parkette and plazas may provide opportunities and are intended to complement larger parks;
- b) In Hubs and Corridors in the Outer Urban and Suburban Areas, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
- c) If land is of sufficient size and shape to accommodate recreational amenities, linear parks may be considered;
- d) For greater land efficiency, the co-location of parks with housing components, schools and other institutions, or stormwater management facilities, may be considered in the planning of such parks; and
- e) For lands with facilities such as recreation centers and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be provided, or at least where an immediate co-development is unfeasible, the facility structure should be planned to accommodate the loading of addition of residential storeys through future development.

#### 4.4.5 Locate new rural parks in villages

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

#### 4.4.6 Design parks that contribute to quality of life and respond to climate change to the satisfaction of the Department responsible for recreation

- 1) The design of parks should meet each of the following criteria:
  - a) The emphasis on parks will be to provide space for recreational activities;
  - b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;
  - c) Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;
  - d) Some parks in the Downtown Core and Inner Urban area shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;
  - e) The City may establish minimum standards on adjacent properties to avoid shadow and wind impacts from adjacent properties and ensure a minimum number of hours of sunlight in parks and protect for sky views. Additional shadow, noise, traffic and wind on parks will be minimized as necessary to preserve their utility;
  - f) A preferred minimum of 50% of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;
  - g) Parks have a preferred tree canopy target of 40% in all areas of the City. Existing mature trees shall be preserved and incorporated into landscape designs, where possible. Additional tree cover requires detailed landscape plans in relation to servicing, hard and programmed assets, and impact of tree cover on sportsfields requires forethought;
  - h) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and
  - i) To adapt to climate change, provide cooling amenities in park design such as splash pads or wading pools, where possible.
  
- 2) Privately-Owned Public Spaces (POPS) shall complement public parks and be focused on supplying seating and other amenities. POPS do not replace the need for new public parks and may be provided through the site plan control process. They should meet all of the following criteria:
  - a) Privately owned public spaces shall not be maintained by the City;
  - b) Privately owned public spaces shall have a minimum area of 200 m<sup>2</sup>;



- c) Surface easements shall ensure privately owned public spaces are public accessible in perpetuity;
- d) Signage that identifies the space as public shall be required;
- e) When at ground level, privately owned public spaces shall be located in highly visible locations with a minimum of 50% of the perimeter bounded by a public street and sidewalk;
- f) Privately owned public spaces shall be designed to create a comfortable microclimate, utilizing trees or landscaping to provide shade, buffer noise, and control downdrafts and wind.

3) The development of parks which include facilities, such as but not limited to: recreation centers, libraries and/or other buildings, which are strategically located in proximity to higher order transit, shall consider the co-location of housing or other complementary non-park uses above the facility structure where the facility is built on land dedicated through parkland. The City will develop an inter-departmental working group for the successful integration of co-locating parkland facilities with complimentary non-park uses at strategic locations.

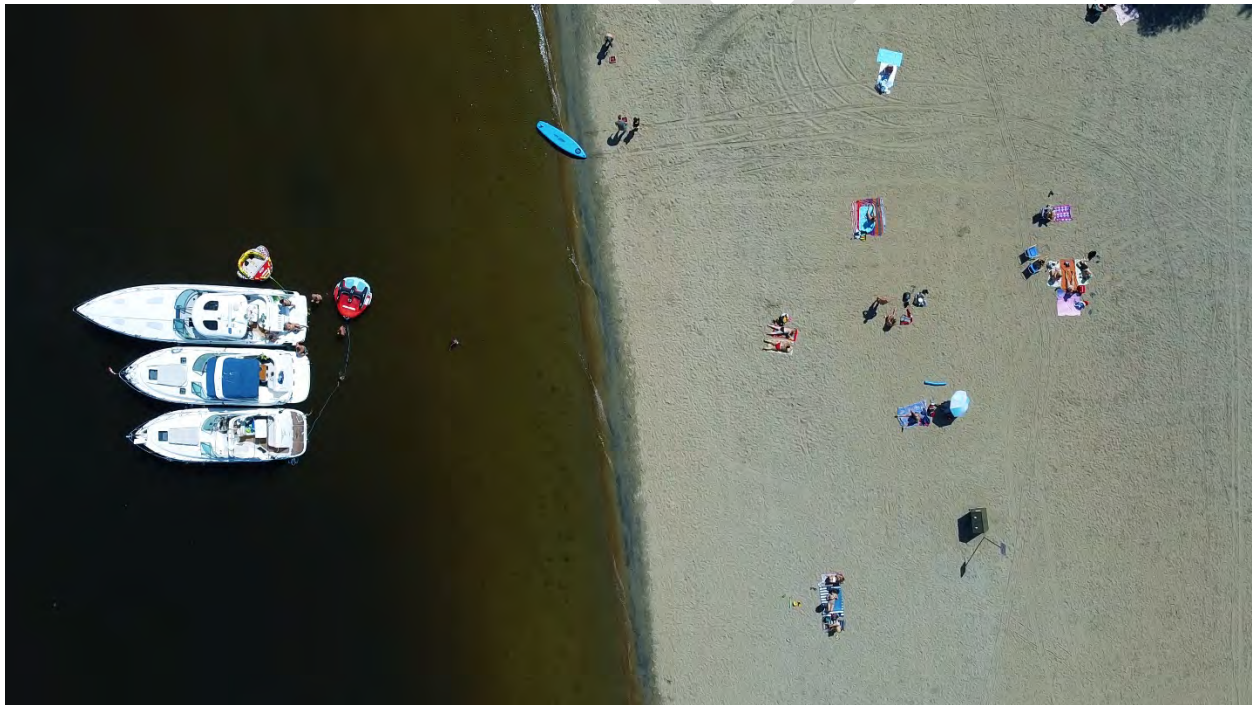


Photo by: City of Ottawa

## 4.5 Cultural Heritage and Archaeology

Conserving cultural heritage resources and commemorating Ottawa's diverse cultural communities forms an integral part of the City's planning and decision-making. The City uses the power and tools provided by legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act*, to achieve its goal to protect cultural heritage resources. Ottawa's unique and diverse built heritage is promoted through leadership, community engagement, partnerships, and incentives. Sites of archeological value are also preserved, providing an important link to historical settlements, and offering an opportunity of better understanding of early settlers and local Indigenous history, particularly related to the Algonquin Anishinabe Host Nation, on whose unceded territory Ottawa is built.

### WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

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

- 1) Identification and evaluation of properties and areas of cultural heritage potential shall be consistent with provincial regulations and will include the consideration of cultural heritage values including, design or physical value; historical or associative value; and contextual value.
- 2) Individual buildings, structures, and sites shall be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act*.
- 3) Groups of buildings and areas of the city shall be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*, as shown on Annex 4.
- 4) Potential cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values, including in partnership with the National Capital Commission where appropriate. Significant cultural heritage landscapes will be included on the Heritage Register and/or designated under either Part IV or Part V of the *Ontario Heritage Act*.
- 5) The City shall maintain a Heritage Register of properties of cultural heritage value or interest that has been designated by the municipality under Part IV or Part V of the *Ontario Heritage Act* or that is not designated but is listed on the City's Heritage Register.
- 6) The owner of a designated heritage property will be encouraged to enter into a Heritage Easement Agreement where the City considers additional protection beyond designation desirable due to the location, proposed alteration, and/or the nature of that property.
- 7) The City shall maintain a municipal heritage committee to advise and assist City Council on heritage matters under the *Ontario Heritage Act* and on other heritage matters associated with the built environment and cultural heritage landscapes
- 8) The City shall immediately consider the designation of any resource of cultural heritage value under the *Ontario Heritage Act* if that resource is threatened with demolition.
- 9) The City shall recognize and protect cultural heritage resources associated with the history and culture of diverse communities and Indigenous peoples.
- 10) Because Ottawa has a large and varied geography, the heritage designation program shall reflect properties in all areas of the city to ensure that the histories of the urban, suburban and rural areas are recognized, commemorated and protected.
- 11) The City may identify areas of cultural heritage value where heritage designation may not be appropriate but that may benefit from design guidelines, interpretive programming or other tools that will assist in the conservation and understanding of these areas.

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

- 1) Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately and publicly owned buildings designated by the Federal Heritage Buildings Review

Office. Development including or adjacent to these sites shall have regard for their cultural heritage value, as defined in Federal designation documentation.

2) Where development is proposed on a property that is adjacent to or within 30 metres of a non-designated building listed on the Heritage Register, the applicant shall demonstrate the proposal's compatibility with the listed building. A Heritage Impact Assessment may be required to demonstrate compatibility.

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

4) If retaining a structure designated under the *Ontario Heritage Act* in its natural or original position in place is not feasible, the City may consider relocation provided that:

- a) The building is retained on site, but moved to another part of the property for integration into the new development, or, if that is not possible;
- b) The building is relocated to a site appropriate to its cultural heritage value outside the proposed development or property; and
- c) The relocation is not being proposed solely for economic reasons.

5) The conservation of cultural heritage value and heritage attributes of designated properties may constitute a limiting factor in terms of the height, scale or massing of development on or adjacent to the designated property.

6) The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index under the Zoning By-law, subject to:

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

7) The City shall support the adaptive re-use of heritage buildings to ensure their ongoing role in the urban fabric through collaborative planning processes.

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

- 1) The City shall work with faith groups in order to find approaches to the adaptive re-use of their places of worship that shall preserve and honour their cultural heritage value in changing urban, suburban or rural environments.
- 2) The Property Standards By-law shall be used to prescribe minimum standards for the maintenance of the heritage attributes of an individual property designated under Part IV of the *Ontario Heritage Act* or a property located in a heritage conservation district designated under Part V of the *Ontario Heritage Act*.
- 3) The City shall maintain a Heritage Watch List of designated properties that are threatened by demolition by neglect. The properties on the list shall be monitored regularly to ensure compliance with the Property Standards By-law and other applicable by-laws.
- 4) The City shall enter into registered agreements with the owners of built heritage resources if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval. The amount of financial securities shall be based on the costs associated with the conservation of the heritage resource, its rehabilitation and reconstruction.
- 5) The City shall enhance the surroundings of publicly and privately-owned built heritage resources when undertaking its capital works and maintenance projects. This may be achieved through such means as street improvements, tree planting, underground wiring, and the provision of street furniture, lighting, signage and other streetscape or landscape components, consistent with the heritage character of the area, with reasonable limitations based on the context and scope of work involved.
- 6) The City shall protect, improve and manage city-owned built heritage resources in a manner that achieves or supports the heritage objectives of this Plan and sets an example of leadership in the conservation of heritage resources.
- 7) The City shall designate city-owned built heritage resources that meet the criteria under the *Ontario Heritage Act* where appropriate and prepare and review all conservation plans for their maintenance.
- 8) The City shall consider buying or leasing heritage properties when acquiring buildings for municipal use.
- 9) The City may consider acquisition or expropriation of a built heritage resource where the property is threatened and is of cultural heritage value.
- 10) The City shall ensure that development, and/or capital works projects proposed by the City, involving or adjacent to properties designated under Part IV or Part V of the *Ontario Heritage Act*, shall maintain the integrity of the heritage property's cultural heritage value and attributes.



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

13) The City shall support its objective to conserve cultural heritage resources and to promote the stewardship and appreciation of these resources by:

- a) Commemorating cultural heritage resources, with heritage plaques, awards and other forms of interpretation;
- b) Conducting public awareness campaigns; and
- c) Working with the heritage community, including Heritage Ottawa, and the heritage committees of community associations through a community liaison program.

14) The City shall create and maintain financial incentives such as property tax deferral or heritage grant programs to support the rehabilitation and sensitive development of designated heritage properties.

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



1) The City shall conserve sites of archaeological value as identified through studies by the City, the Province or the federal government. The City's Archaeological Resource Potential Mapping Study shall form the basis for evaluating development.

2) The Zoning By-law shall include provisions to maintain the integrity of identified significant archaeological resources.

3) While the Archaeological Resource Potential Mapping Study shows the historic core of the city (as defined by the city limits at the time of its incorporation in 1855) as having archaeological potential, upon discovery of any archaeological resource during the course of construction in the city's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment, in accordance with provincial regulations, and any necessary mitigation has been completed.

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

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

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

## 4.6 Urban Design

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

Design excellence is a key objective within the city's identified Design Priority Areas, as is the protection of significant views towards Canada's national architectural symbols, and the enhancement of key routes linking important local destinations.

The public realm is the fundamental organizing element of the city's neighbourhoods and plays an important role in supporting the City's objectives for growing, healthy 15-minute neighbourhoods that are livable, and support an urban tree canopy, while reflecting the principles of sustainable design that is resilient to climate change. New development should be designed to positively contribute to the quality of urban design in the city and make healthier, efficient living more accessible for people of all ages, genders, regardless of social status.

### WHAT WE WANT TO ACHIEVE

- 1) Promote design excellence in Design Priority Areas
- 2) Protect iconic views associated with Canada's Parliament and our national symbols
- 3) Ensure capital investments enhance the city's streets, sidewalks, parks, and other gathering spaces supporting a healthy lifestyle
- 4) Apply innovative design practices and technologies in site planning and building design
- 5) Ensure efficient site planning that supports the vibrancy of Ottawa's Hubs and Mainstreets and that respects the character of our neighbourhoods, villages and rural landscapes
- 6) Enable the compatible development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its regeneration targets while considering livability for all

### 4.6.1 Promote design excellence in Design Priority Areas

1) The City recognizes the following as Design Priority Areas, which are categorized by tiers of importance in Table 5, and identified on Annex 5A and Annex 5B:

- a) The Downtown Core transect as identified in Schedule B1;
- b) Mainstreet Corridors as identified in the B series Schedules of this Plan;
- c) Hubs as identified in the B series Schedules of this Plan;
- d) ByWard Market, Parliament and Confederation Boulevard, Lansdowne, Ottawa River Islands, and Rideau Canal Special Districts as identified in Schedules B1 and B2;
- e) Village Cores identified in Secondary Plans and on Schedule B8; and
- f) Other areas identified from time to time by City Council.

2) Table 5 outlines four tiers of Design Priority Areas. These tiers reflect the area's role defining the image of Ottawa and expectations placed on the public realm.

3) The City shall retain an Urban Design Review Panel (UDRP) to assist staff and council with reviewing development and capital works projects. The role of the Panel shall be to promote design excellence in Ottawa's Design Priority Areas.

**Table 5- Design Priority Areas**

<b>Tier 1 – International</b>	<b>Tier 2 – National &amp; Regional</b>	<b>Tier 3 – Local (Major)</b>	<b>Tier 4 – Local (Minor)</b>
ByWard Market Special District Palladium & Confederation Boulevard Special District	Downtown Core Transect Lansdowne Special District Ottawa River Islands Special District Rideau Canal Special District	Mainstreet Corridors and Hubs within the Inner Urban Transects Village Cores	Mainstreet Corridors and Hubs within the Outer Urban and Suburban Transects
<b>Tier 1</b> areas link to Ottawa's international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites, and other significant sites of cultural heritage value.	<b>Tier 2</b> areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions for leisure, entertainment and cultural activities, as well as important natural and cultural heritage attractions.	<b>Tier 3</b> areas define the image of the city at the local level. Characterized by neighbourhood commercial streets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and regeneration.	<b>Tier 4</b> represent emerging areas that may contribute to defining Ottawa's local image in the future. These include commercial streets reflecting a suburban built form that is transitioning. Areas within Hubs around existing and future rapid transit stations have the potential to regenerate.

4) The City will establish criteria for the review of projects by the UDRP, which may include different thresholds for review based on the Design Priority Area's tier of priority outlined in Table 5 taking into account the hierarchy in Table 4, and the area's economic role within the region.

5) Urban Design excellence shall be facilitated in part through recognition and conservation of cultural heritage resources located throughout the city, including buildings, streetscapes, and landscapes. Alterations to designated or listed built heritage resources, and development on adjacent sites shall be guided by creative and astute design responses, in order to ensure compatibility that preserves the value of these places while supporting the regeneration objectives of the Official Plan, where applicable.

6) Design excellence within the public realm shall be promoted by committing the resources necessary to create and maintain space. The City will develop design and delivery standards for public realm and capital investment within Design Priority Areas, including with respect to material

use, streetscape elements, and priority of investment. These standards will commensurate with the tiers of Design Priority Areas outlined in Table 5, and with the functionality of specific street segments within each tier.

7) Globally-recognizable high-impact city building projects are encouraged to follow a competitive design process. These buildings, public spaces, or infrastructure projects shall contribute to defining Ottawa's global image and advance tourism. The preferred location for projects of this nature are Tier 1 Design Priority Areas, but such projects may be appropriate within Tier 2 and Tier 3 Design Priority Areas.

8) Development and capital works projects within Design Priority Areas shall consider four season comfort, enjoyment, recreational amenities, beauty and interest through:

- a) The provision of colour in building materials, pavers or other public realm elements to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is pedestrian scaled, glare-free, with warm white light used in proximity to residential dwellings; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, providing south facing exposure where feasible, and providing sheltered spaces including at transit stops.

#### 4.6.2 Protect iconic views associated with Canada's Parliament and our national symbols

1) The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct, and from other important viewpoints is protected. The area to which view protection applies can be extended through development or supplementary planning process, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Annex 2A and Annex 2B and the NCC's *Canada's Capital View Protection*.

2) Views of the Parliament Buildings shall be protected from two locations in the Beechwood National Cemetery: The Tommy Douglas Memorial and Poet's Hill, as identified on Annex 2A. New buildings or structures should be located to compliment or enhance the view of these national symbols and shall not visually block the foreground view or visually change the background silhouette of the Parliament Buildings when viewed from the identified locations.

3) Development which includes a high-rise building or skyscraper, within a Design Priority Area, shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprising a diversity of building heights and architectural expressions;
- b) Sightlines towards the proposed developments from other key vantage points identified on Annex 2A in order to assess impacts on the visual integrity of the Parliament Buildings and other national symbols; and

c) Sightlines towards the proposed developments from key vantage points, such as the intersections of two Mainstreet Corridors, parks, or from public gathering spaces within Special Districts, as may be determined by the City, based on context.

- 4) Development abutting Scenic Routes, as identified on Schedule C11 of the Official Plan, shall contribute to conserving or creating a desirable streetscape by:
- a) Orienting the façade of buildings toward the Scenic Route;
  - b) Providing screening by way of opaque fencing or landscape buffers to hide existing surface parking or outside storage, and avoiding the provision of new surface parking or storage areas along the Scenic Route frontage;
  - c) Carefully considering the visual implications of lighting and signage in relation to the Scenic Route to prevent clutter or negative impacts; and
  - d) Protecting views to natural and cultural heritage features, distinctive trees, and roadside vegetation along and beyond the right-of-way.

5) Development adjacent to Scenic Routes may be subject to specific requirements set out in the Site Plan Control By-Law.

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

1) Development and capital projects shall enhance the public realm, where appropriate by including curb extensions and curbside boulevards that accommodate wider pedestrian walkways, landscaping, and street furniture, adding community amenity by providing more space for pedestrians, opportunities for relaxation and public interaction, and buffering between pedestrians and vehicle traffic.

2) Space on streets shall be reallocated through living streets which will provide a wide range of elements that promote livability through pedestrian safety, community interaction, greenery, creative and cultural expression, and opportunities for rest and play. Locations for living streets initiatives shall be determined based on 15-minute neighbourhood connectivity and placemaking needs, and shall generally be streets that:

- a) Function as neighbourhood commercial streets; or
- b) Border parks or separate two sections of a park; or
- c) are adjacent or connect to O-Train stations, shopping centres, museums, public markets, places of worship, or educational institutions such as schools, colleges, and university campuses; or
- d) Provide an opportunity for neighbourhood placemaking and residential amenity.



### **Definition**

#### **Living Streets:**

Refers to the seasonal, or temporary reallocation of space within our streets from primarily serving vehicles, to providing a range of amenities that serve people in a manner that supports placemaking and healthy 15-minute neighbourhoods while informing permanent street design.

- 3) The City will explore partnerships with development proponents, and other groups (such as Business Improvement Associations, other levels of government and community groups) enhance the public realm through means such as the coordination and development of capital improvements in conjunction with development activities on adjacent properties. Partnerships can also be with respect to maintenance, management, or stewardship of existing or future public spaces.
- 4) Pedestrian connections are supported to extend the publicly accessible pedestrian connectivity network and shall be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. These connections can be indoor or outdoor, may include publicly accessible passageways through buildings, underground to O-Train stations, or mid-block connections through private property. Universal accessibility and comfort (shading, protection from heat, wind, and extreme weather) and safety for all users will be considered.
- 5) The public realm within Hubs and Special Districts shall include informative signage and maps at strategic locations that could include areas in front of significant buildings, transit stops, or major intersections.
- 6) Public realm investments that support the identified needs of priority neighbourhoods as identified by the City's Neighbourhood Equity Index, including deficiencies in public realm space, shall be prioritized through capital infrastructure projects and development where possible. Small-scale public realm investments and neighbourhood-wide interventions may be identified through the initiatives of neighbourhood revitalization programs, public realm studies, secondary planning processes or through other means. Examples may include improvements to existing streetscape elements such as benches, light standards and landscaping.
- 7) To facilitate regeneration, and to improve streetscapes, opportunities to bury overhead wiring through development, capital projects, or Community Improvement Plans will be prioritized along Mainstreet and Minor Corridors, and within Hubs and Special Districts.
- 8) Within the public realm, street furniture and other related architectural elements will be designed to be welcoming and comfortable for all people and hostile elements that intentionally prevent people from using the space will be avoided.
- 9) As the first inhabitants of what is now the City of Ottawa and the surrounding region, the Algonquin Anishinabe Host Nation will be a valued partner with the City where proposals on public

lands provide opportunities to incorporate indigenous history and culture. Consultation, partnerships and collaboration with the First Peoples as well as with other First Nations, Inuit and Métis peoples is strongly supported for development and capital works projects that result in significant enhancements within the public realm such as new streets, or parks. Opportunities will be explored to commemorate Indigenous culture and history through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

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

1) The High-performance Development Standard shall be applied to development and local plans in accordance with the thresholds listed in the Standard. The Standard shall apply innovative sustainable and resilient design practices and technologies in site planning and building design in order to ensure that high quality urban design is aligned with climate change mitigation and adaptation goals and objectives, as follows:

- a) Reducing emissions from transportation;
- b) Reducing emissions from building construction and operations;
- c) Building resilience to the effects of climate change;
- d) Conserving water and manage stormwater;
- e) Protecting and enhancing natural systems and increase biodiversity;
- f) Reducing and managing construction and operational waste;
- g) Supplying energy from renewable sources; and
- h) Protecting community health and wellbeing.

2) The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high thermal density areas and energy storage are supported.

3) The installation of photovoltaic panels on expansive roof structures, such as large format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenroofs, or rooftop gardens may also be permitted.

4) Zoning By-law development standards will, design and buffer outdoor children's play areas to mitigate health risks associated with air pollution caused by traffic. Buffering these areas from the street with a building is preferred, but a combination of setbacks, vegetation, or other technologies that provide absorbent and protective buffering may be used to mitigate the health risk.

5) Site design will consider reducing the need for cut or fill grading where possible to preserve the integrity of the natural soil. Retaining walls associated with private development shall not be located on city-owned lands.

#### **4.6.5 Ensure efficient site planning that supports the vibrancy of Ottawa's Hubs and Mainstreets that respects the character of our neighbourhoods, villages and rural landscapes.**

- 1) Development in Hubs and along Corridors shall respond to context, Transect area and Overlay policies, and shall be organized to meet all of the following:
  - a) Generally, locate buildings to frame the adjacent street, parks and greenspaces;
  - b) Provide a consistent building setback within the street context, and provide broader setbacks in areas of high pedestrian volume in order to accommodate pedestrians, attract outdoor activities; and accommodate trees and street furniture;
  - c) Ensure main building entrances front a public street or park, are visible and directly accessible from a public street and conveniently and safely connect to a transit stop if applicable;
  - d) Include adequate space and soil volume to accommodate tree planting including within the street right of way;
  - e) Locate air intake systems in a context sensitive manner that avoids odours and air pollution impacts associated with potential sources of noxious air; and
  - f) Hide above grade utilities such as transformer boxes, and gas bunkers.
- 2) For low-rise buildings that require a loading and service area, this area shall be visually screened from the public realm, and from abutting residential properties, through building and site design, and any appropriate measures based on context, Transect area and Overlay policies.
- 3) Development of mid-rise and high-rise buildings, shall be organized to minimize the impacts on the safety and attractiveness of the public realm, and minimize conflict between vehicles and pedestrians, to the extent possible through means such as:
  - a) Internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building;
  - b) Providing underground parking while accommodating space on the site for tree retention and planting;
  - c) Utilizing shared service areas within the block, including lanes, shared private driveways, and service courts; and
  - d) Consolidating, and minimizing the width of, driveways and curb cuts to limit interruptions along the public sidewalk.
- 4) Site Plan applications that include commercial or institutional uses shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards, with respect to parking, passenger loading zones, exterior paths of travel, curb ramps / depressed curbs, and accessible pedestrian signals, on both private property and within the adjacent public realm. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

#### 4.6.6 Enable the compatible development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its regeneration targets while considering livability for all

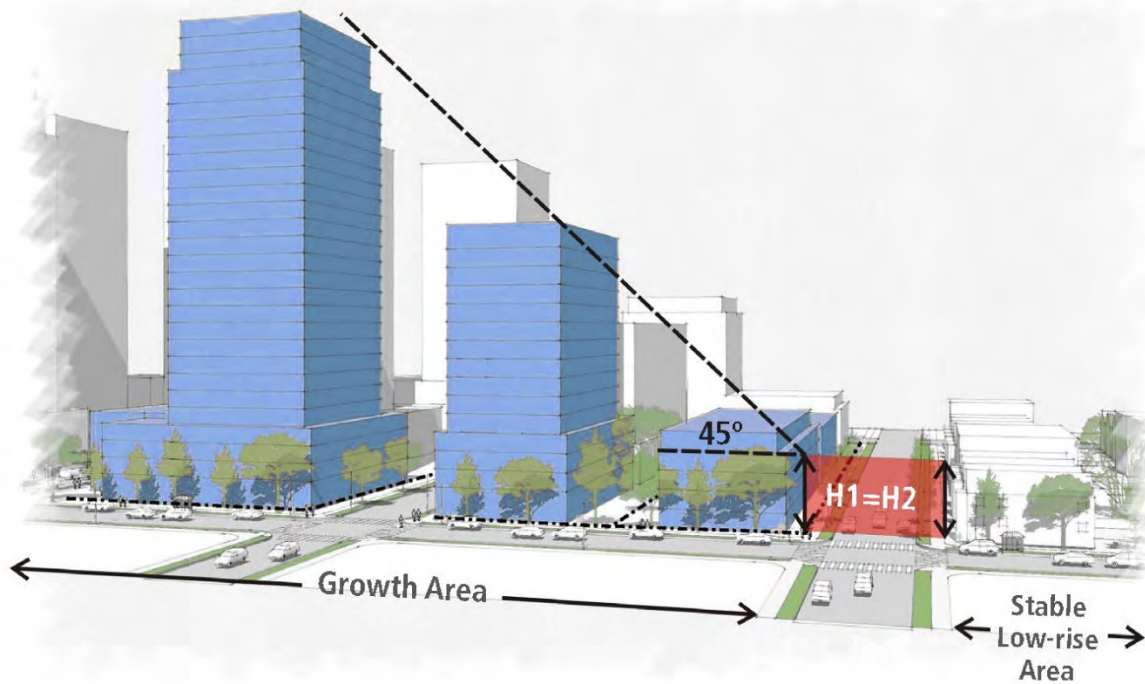
- 1) Development throughout the city shall demonstrate that the intent of applicable Council approved urban design guidelines and Community Design Plans have been met.
- 2) In order to ensure that impacts on neighbouring properties and on the public realm are minimized, transition in building heights shall be required where different building height categories abut. For mid-rise and high-rise buildings, the Zoning By-law shall include all of the following transition requirements:
  - a) Between existing buildings of different heights;
  - b) Where the planned context anticipates the adjacency of buildings of different heights;
  - c) Within a designation that is the target for regeneration, as follows:
    - i) Built form transition between a Hub and the surrounding low-rise area should occur within the Hub; and
    - ii) Built form transition between a corridor and the surrounding low-rise area should occur within the Corridor.

#### Definition

##### **Height categories:**

The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

<b>Built Form</b>	<b>Height Maximum</b>
<b>Low-rise</b>	up to and including four full storeys
<b>Low-Mid-rise</b>	between five and six full storeys
<b>Mid-rise</b>	between seven and nine full storeys
<b>High-rise</b>	between 10 and 30 full storeys
<b>Skyscraper</b>	31 full storeys or taller



- 3) Where two or more high-rise buildings exist within the immediate context, new high-rise buildings and/or skyscrapers shall relate to the surrounding buildings and provide a variation in height.
- 4) Amenity areas that have access to sunlight and are well lit will be provided with residential development. Usability of these areas should be considered for all four seasons and serve the needs of all age groups. The following amenity area requirements apply for specific categories of development:
  - a) The Zoning By-law will include requirements for mid-rise and high-rise residential buildings, to ensure that indoor amenity areas can serve as areas of refuge during power outages, extreme heat or other emergencies; or
  - b) The Zoning By-law will permit outdoor amenity area(s) that may be limited to balconies, terraces, and/or rooftops in order to achieve the growth management density targets for development through low rise multiple ground-oriented residential units.
- 5) Development containing residential units shall consider privacy, access to natural light, and cross-ventilation in order to ensure livability for residents, contributing to their health and well-being while not impeding future development on adjacent properties, by:
  - a) On shallow lots, units will generally be oriented to the front and rear yards to ensure livability where side yard setbacks and distances between buildings, or future buildings would create inadequate facing distances; or



b) On deep lots where some units face side yards, the massing of the side elevation shall be sufficiently broken up and proximity mitigation measures on the side yards should be provided, in keeping with applicable Transect and Overlay policies.

6) Shopping centres shall be designed in accordance with applicable Transect and Overlay policies. Their site layout shall support walkable 15-minute neighbourhoods, sustainable modes of transportation, and help to achieve the environmental, economic development, and the climate and health resiliency goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on Transect location;
- b) Establishing an internal circulation pattern that supports future regeneration, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including safe and convenient walking and cycling circulation, with vehicular parking screened from the street edge, located underground, or at the rear of the site;
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale;
- e) Pursuing sustainability and resiliency by meeting or exceeding the requirements of the High-performance Development Standards, particularly with respect to the mitigation of the urban heat island effect the use of low impact development, and the provision of soil volume for large trees, energy conservation, and sustainable expansive rooftop designs; and
- f) Allocating space for temporary or permanent visual or performance art, and opportunities for cultural animation.

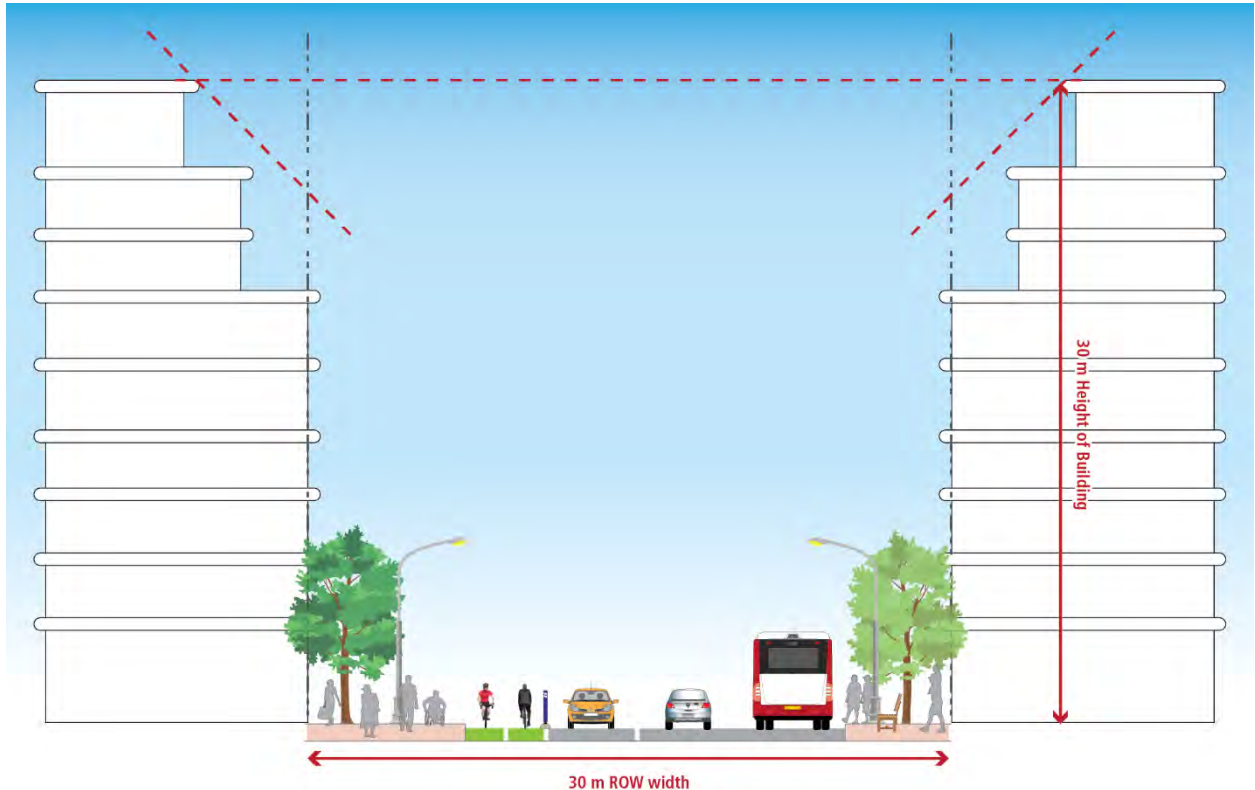
7) Low-rise buildings shall be designed to respond to context, Transect area and Overlay policies, and the following objectives, the standards for which shall be set out in the Zoning By-law:

- a) Include areas on the property for soft landscaping in order to provide opportunities for tree retention and tree planting to meet health and tree canopy target and climate change objectives;
- b) Provide porches, stoops or balconies facing the public right-of-way in order to promote social interaction;
- c) In the case of infill development, integrate appropriate architecture and materials that complement the surrounding context; and
- d) Include functional main entrances on the ground level that face the street.

8) Mid-rise buildings shall be designed to frame the street block and provide mid-block connections to help break up large blocks, and shall include:

- a) A base that provides active frontages, as well as landscaping and tree planting that support the Official Plan's tree canopy target and climate change goals;
- b) A middle portion that forms part of the street wall which relates in height and scale to adjacent buildings or, the future context, and is generally proportionate in height to the width of the right-of-way, with additional height permitted in the Downtown Core Transect;
- c) Overall height that, is generally proportionate to the width of the right-of-way, with additional height permitted in the Downtown Core Transect; and

d) Sufficient setbacks and step backs to avoid a street canyon effect and minimize microclimate impacts on the public and private amenity areas.



- 9) High-rise buildings and skyscrapers shall be composed of a well-defined base, middle, and top, and shall ensure a high quality of life for their residents while mitigating impacts to adjacent or nearby properties:
  - a) The base shall respect the scale, proportion, and character of the surrounding buildings, adjacent public rights-of-way, parks, and public or private amenity spaces and shall provide active frontages. Microclimate impacts shall be mitigated through design to ensure a comfortable pedestrian environment that includes trees and soft landscaping which also support the Plan's tree canopy target and climate change goals;
  - b) The height of the base shall be a minimum of two storeys and shall generally be limited to the width of the adjacent right-of-way;
  - c) The middle portion of the building shall step back from the base and will consist of a floorplate size generally no larger than 750 m<sup>2</sup> for residential buildings and 2000 m<sup>2</sup> for commercial buildings, located and oriented in a manner that relates to the base and to adjacent buildings; and
  - d) The top of the building shall be integrated to the overall expression of the building. Roof top mechanical equipment, signage and rooftop amenity spaces should be screened and designed as part of the overall building design. Lighting shall be carefully considered to ensure positive visual impacts on the skyline both day and night.

10) High-rise buildings and skyscrapers shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. The following provisions shall be reflected within the Zoning By-law:

- a) Responsibilities for providing separation distances shall be shared equally, where possible between owners of all properties where high-rise buildings are permitted;
- b) Maximum separation distances shall be achieved by appropriate floorplate sizes and tower orientation;
- c) Generally, a 23 m separation distance is desired, however where the High-Rise Urban Design Guideline provides a permitted separation distance variation a reduced separation to a minimum of 15 to 20 m may be considered without amendment to this Plan; and
- d) Development proposals that include high-rise or skyscrapers shall demonstrate the potential for future high-rise buildings or skyscrapers on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

11) Skyscrapers are subject to all policies relating to high-rise buildings and the specific policies below. Skyscrapers shall:

- a) Be sited and designed to contribute to the surrounding skyline, with consideration for both day and night visual impacts;
- b) Incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm;
- c) Where park space cannot be provided, incorporate Privately Owned Public Space for the benefit of the surrounding community;
- d) Be designed where possible to include publicly accessible interior spaces, including viewing platforms, bars and restaurants, or galleries that contribute to place-making, attract tourism, and support local artists; and
- e) Be consistent with the objectives of healthy communities, in Section 2.2.4 of this Plan, particularly in the case of residential buildings and with respect to the provision of food sales.

12) Development of skyscrapers may be subject to review by a sub-panel of the Urban Design Review Panel.

13) Skyscrapers shall only be permitted where they are identified in a Secondary Plan, and the criteria for location is found within Section 6- Urban Designations.

## 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

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

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

### WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa



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

- 1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:
  - a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, Subwatershed Studies or Environmental Management Plans, approved Master Servicing Studies and applicable local Servicing Studies;
  - b) Be subject to infrastructure system capacity; and
  - c) Implement stormwater management practices and infrastructure that is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.
- 2) In order to mitigate the impacts of development and climate change on drainage systems, the City shall:
  - a) Require the integration of receiving watercourse assessments and required mitigating works with the development of Local Plans, Master Drainage Plans, Environmental Management Plans and Master Servicing Studies;
  - b) Identify requirements for Low Impact Development in new development; and
  - c) Develop and implement a program to identify stormwater infrastructure projects and regulatory mechanisms for on-site stormwater management to provide adequate capacity to support regeneration.
- 3) Stormwater management to support development plans shall be consistent with all of the following:
  - a) The requirements of approved subwatershed plans, Environmental Management Plans, and Master Servicing Study;
  - b) Any other relevant council approved studies, such as Stormwater Retrofit Studies;
  - c) The Ottawa Sewer Design Guidelines and associated climate change considerations; and
  - d) The urban or village context as defined by Transect areas.
- 4) All regeneration development applications will be required to:
  - a) address any additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management and/or low impact development techniques; and
  - b) Implement site, grading, building, and servicing design measures to protect new development from urban flooding.
- 5) Prior to draft plan approval of a subdivision the proponent must demonstrate, to the satisfaction of the City that a legal and sufficient outlet can be established to support the proposed development. Where obtaining legal outlet for a subdivision will require a Drainage Engineer's Report under the Drainage Act, the Drainage Engineer must also be appointed prior to draft approval of a subdivision.



- 6) As a condition of site plan approval and/or a condition of draft plan of subdivision, the City will require proof of legal and sufficient outlet for proposed stormwater management and drainage systems.
- 7) Where new information has been identified by the City in consultation with Conservation Authorities, affected landowners and other relevant stakeholders, additional requirements may be identified that supersede those of an approved Master Drainage Plan or Master Servicing Study.
- 8) Where supporting facilities identified in an Environmental Management Plan, Master Drainage Plan and/or Master Servicing Study are not yet in place, interim measures shall include provisions that have monitoring components and mitigation requirements to ensure that new development is meeting stormwater quality and quantity objectives, as identified by the City in consultation with the Conservation Authority.
- 9) New Local Plans will be supported by an approved Master Servicing Study and Environmental Management Plan or Subwatershed Study and shall be prepared consistent with the Infrastructure Master Plan and the approved terms of reference for each.
- 10) Infrastructure to support new development in urban expansion areas designated Future Neighbourhood shall be based on an approved Master Servicing Study and Local Plan.
- 11) Unless identified in the Infrastructure Master Plan, stormwater and wastewater infrastructure to support new development (such as stormwater management systems and sewer pumping stations) shall not be permitted outside the settlement area. Where infrastructure must be located outside the settlement areas to support development, a no-net gain boundary adjustment adjacent to the urban expansion area may be considered through an Official Plan amendment and supported by a Master Servicing Study.
- 12) Oversizing of planned infrastructure, beyond what is required for servicing development within the current urban boundary shall not be permitted.
- 13) As part of a complete application, new development in a Future Neighbourhood shall be supported by an approved Master Servicing Study (MSS) and an approved Environmental Management Plan (EMP) or Subwatershed Study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.
- 14) A Master Servicing Study shall be updated if:
  - a) There is a significant change in the conditions upon which the study is based;
  - b) There is a change to planned infrastructure as part of a subdivision application that affects the servicing of another subdivision; or
  - c) The applicable Class Environmental Assessment approval has expired.
- 15) Where a Master Servicing Study identifies new infrastructure to be funded by development charges that are not yet addressed in the Development Charges By-law, the cost may be front ended by a proponent. Repayment by the City to the proponent may occur: five years after the

approval of the by-law update which includes the new infrastructure; or based on the project timing forecast in the background study to support the Development Charges By-law.

16) The City shall design and build Development Charges funded upgrades to existing water and wastewater facilities. Such upgrades may be advanced through a Front-Ending Agreement between the City and proponent that addresses project financing.

17) The City shall require an assessment of life-cycle costs as part of the evaluation of infrastructure alternatives in a Master Servicing Study.

18) A Master Servicing Study prepared in support of new development shall address phasing of infrastructure development so that new development shall proceed contiguous to existing urban development.

19) The City will coordinate the location, scale and timing of development with the appropriate provision of services/utilities and municipal financial responsibilities, through the implementation of the Infrastructure Master Plan and Master Servicing Studies.

20) The City is not obligated to provide services in advance of their intended timing under the Infrastructure Master Plan and available funding.

21) Prior to the approval of an application for new development, the City must be satisfied that adequate services are available and can be allocated to support the proposal.

- a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development;
- b) Where adequate services or servicing capacity do not exist to support a proposed Plan of Subdivision, the City will not issue draft plan approval

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

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

- a) The central water distribution and sanitary sewage collection systems in the urban area;
- b) Public water and/or sanitary sewer services in the Villages of Munster, Carp, Richmond, areas of Greely, Manotick, Carlsbad Springs and Vars;
- c) Specific locations in the Greenbelt; and
- d) A limited number of locations where services have been provided due to a unique circumstance, such as to remedy a specific health concern.

2) Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).

3) The City has no obligation to provide a service connection to a lot in the Public Service Area.

4) The City may provide for an extension or the creation of new Public Service Areas in the rural area where public services have been deemed to be the appropriate solution in the following circumstances:

- a) To remedy a public health or environmental problem in a privately serviced area where;
  - i) An approved comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options to deliver public water and/or wastewater services;
  - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
  - iii) The mechanisms for financing capital costs, operating costs, and infrastructure replacement reserve costs are satisfactory to Council.
- b) To allow connections to single-detached dwellings existing on the date of adoption of this Plan that front onto a local watermain or sanitary sewer;
- c) To support planned growth in villages where:
  - i) A Master Servicing Study, which uses standardized criteria including costs and benefits to evaluate a range of servicing options is prepared and approved by Council in support of a Community Design Plan and/or Secondary Plan;
  - ii) The Public Service Area boundary is defined and the terms of provision of service are established; and
  - iii) The mechanisms for financing capital costs, operating costs, and infrastructure replacement reserve costs are satisfactory to Council.
- d) To support economic development in the rural area that meet all of the following:
  - i) The opportunity is specifically identified and can be assessed as being unique through a development review process that requires an application for site plan control;
  - ii) There is inadequate land within the planning horizon of this Plan that is appropriately designated within the existing Public Service Area that has similar location requirements to the subject area to accommodate the unique opportunity;
  - iii) the designation of the subject lands does not exceed the ability of this Plan to accommodate industrial and logistics uses in other locations already designated beyond the established planning horizon;
  - iv) The subject lands do not have an Agricultural Resource Area designation, or an Aggregate Overlay unless the landowner(s) can provide evidence by a qualified subject matter expert that the resource will be exhausted within the planning horizon of this Plan and that Policy iii is still met;
  - v) The subject lands are in proximity and have access to a highway interchange;
  - vi) A servicing study that meets all City infrastructure design guidelines for all phases of servicing and is approved by Council;
  - vii) The mechanisms for financial capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of Council;
  - viii) The source of funding of the costs in Policy vii are to the satisfaction of Council; and
  - ix) The mechanisms to finance the costs in Policy vii have been identified and agreed to by the benefiting landowners.

- 5) All development outside of Public Service Areas shall be on the basis of private services.
- 6) The City shall discourage new development on the basis of partial services, particularly where City water is provided to resolve a groundwater contamination issue.
- 7) Partial Services shall be considered only in the following circumstances:
  - a) Where servicing is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
  - b) Within the urban area and in villages where development on partial services already exists and the proposal constitutes minor infill; or
  - c) where an approved study addresses the potential for further aquifer contamination by private septic system effluent caused by indiscriminate water use or poor septic practices; or
  - d) To service existing development in the Village of Manotick.
- 8) Pockets of development on private services exist within the Public Service Area. The City has no obligation to provide a public service connection to these lots.
- 9) Where new lots are proposed for residential purposes that rely upon private sewage systems, the minimum lot size shall be 0.4 ha, except in the rural transect area where the minimum lot size shall be 0.8 hectares.
- 10) Where no public services currently exist in a Public Service Area, the City may permit development on private services if it can be demonstrated to the satisfaction of the City that such development:
  - a) Is proposed where public services are not currently technically or financially feasible;
  - b) Can adequately be serviced by private individual services in accordance the policies of this Plan;
  - c) Consists of:
    - i) A single building comprising a commercial, institutional or public use;
    - ii) Residential infilling within residential clusters;
    - iii) A farm severance as provided for in Section 9.1 of this Plan; or
    - iv) Other uses of similar nature and scale;
  - d) Shall not compromise future development of the area on public services; and
  - e) Shall be required to connect to the full public services as they become available.
- 11) The city shall not permit new development reliant on sump pump discharge to the sanitary sewer.
- 12) As described in the Infrastructure Master Plan, new connections may be permitted to lots fronting on the Carlsbad Springs Trickle Feed System under the following circumstances:
  - a) The lot is one of 22 existing lots south of Carlsbad Springs and east of Thunder Road; or
  - b) For a coach house on a lot greater than 0.65 ha in size; or
  - c) For non-residential use fronting onto Boundary Road; or
  - d) For existing rural industrial uses east of Boundary Road.

13) Notwithstanding Policy 12, the City reserves the right to refuse any new connection to the Carlsbad Trickle Feed system.

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## 4.8 Natural Heritage, Greenspace and the Urban Forest

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

Within Ottawa's urban area, the natural heritage system overlaps with a connected Greenspace Network of natural and semi-natural areas, open spaces and pathways within the public realm. Many parks also lie within and complement the Greenspace Network but have their own policies and zoning to support their form and function.

The Greenspace Network provides all Ottawa's residents with access to all the benefits of nature, including promotion of individual wellness and community health, while improving resilience to the effects of climate change, especially anticipated increases in extreme heat events.

### WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

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

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

- 1) The Natural Heritage System overlay consists of core natural areas and natural linkage areas. Schedule C9 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural heritage overlay policies appear in Section 5.6.3.
- 2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land, and support for voluntary, private land conservation and stewardship.
- 3) The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:
  - a) Significant wetlands;
  - b) Habitat for endangered and threatened species;
  - c) Significant woodlands;
  - d) Significant valleylands
  - e) Significant wildlife habitat;
  - f) Areas of Natural and Scientific Interest;
  - g) Urban Natural Features;
  - h) Natural Environment Areas;
  - i) Natural linkage features and corridors;
  - j) Groundwater features;
  - k) Surface water features, including fish habitat;
  - l) Landform features; and
  - m) Natural features or natural areas having significant cultural, economic, or historical value to the Algonquin Anishinabe Host Nation, as may be identified in mapping through dialogue and collaboration between the Host Nation and the City.
- 4) The natural heritage overlay policies apply to all features in Policy 3 regardless of whether they appear on Schedules to the Official Plan.
- 5) The City prohibits development and site alteration within natural features or natural areas identified under Section 4.8.1, Policy 3(m) without the consent of the Algonquin Anishnabe Host Nation.
- 6) Development or site alteration shall take a no net loss approach with respect to wetlands and forest cover in the rural area. Mechanisms for achieving no net loss include land use planning, development processes, acquisition and conservation of land, and support for voluntary, private land conservation and stewardship.
- 7) The City shall identify municipal nature reserves in the Tree Protection by-law as those lands that require special restrictions on access and use to protect their natural values or ecosystems services.

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

8) The City shall not identify non-City lands as municipal nature reserves without the consent of the property owner.

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

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

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

2) The City shall pursue an urban forest canopy cover target of 40%.

3) Growth, development, and regeneration shall not compromise the urban forest canopy or its ecosystem services, in accordance with the following:

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

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

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

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

6) When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to Zoning By-law. Council or the Committee of Adjustment may object to an amendment to the Zoning By-law which does not otherwise conform to the Official Plan, or a variance to either By-law, as the case may be, if the proposed development impacts the retention of tree(s) that are protected by the City's Tree Protection By-law, or if it fails to consider the planting of new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal, and replanting. The City and the Committee of Adjustment may object to an application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a Community Planning Permit approved through delegated authority or Council.

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

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

## 4.9 Water Resources

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



Photo by: City of Ottawa

### WHAT WE WANT TO ACHIEVE

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

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

- 1) Watershed and subwatershed plans will be prepared and updated by the Conservation Authority or the City, as applicable, to guide growth, regeneration, and development, where the City deems necessary for the long-term protection of the environment.
- 2) The City, in consultation with local Conservation Authorities, will prioritize areas for watershed or subwatershed planning, based upon such factors as the condition of the natural environment, development pressure, changing land-uses, or the recommendations of higher-level studies.
- 3) In general, Conservation Authorities will lead the development of watershed plans using Terms of Reference developed in accordance with Council-approved guidance documents.
- 4) The City shall lead the development of subwatershed plans using Terms of Reference developed in accordance with Council-approved guidance documents.



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

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

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

- 1) The minimum setback from surface water features shall be the greater of the following:
  - a) Development limits as established by the Conservation Authority's regulation limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
  - b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications in the City of Ottawa;
  - c) Development limits as established by a Council-approved watershed, subwatershed or environmental management plan;
  - d) 30 m from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land, of surface water features; and
  - e) 15 m from the existing stable top of slope, where there is a defined slope or ravine.
- 2) Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 5 and 6. Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Where exceptions are permitted, burial or complete encasement of a permanent surface water feature shall not be allowed.
- 3) The setback provided for in Policy 1 shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of the Official Plan.
- 4) Where development or site alteration is proposed in adjacent to headwater drainage features, the proposal and supporting studies must address the following:
  - a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods;
  - b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and
  - c) Management recommendations regarding the need to protect, conserve, mitigate, maintain recharge or maintain/replicate terrestrial linkages of the headwater drainage features.
- 5) No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this policy are:
  - a) Development or site alteration approved through a Secondary Plan in the Downtown Core or Inner Urban Transects;

- b) Activities that create or maintain infrastructure within the requirements of the environmental assessment process or works subject to the *Drainage Act*;
  - c) Alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the Conservation Authority;
  - d) Activities and uses along permanent waterbodies (rivers and lakes) that support active transportation (including canoe/kayak rental facilities, docks for non-motorized watercraft, pathways) and are approved by the City and the Conservation Authority;
  - e) Water-oriented facilities along the Ottawa and Rideau Rivers and the Rideau Canal that are compatible with the designations shown in Schedules B1-B8, are developed in an environmentally sensitive manner, preserve a waterfront shoreline aesthetic and are approved by the City and the Conservation Authority to support the following:
    - i) Water-based recreation (including yacht clubs, marinas and beaches);
    - ii) Active transportation (including canoe/kayak rental facilities and pathways);
    - iii) Water-based transportation services (including ferry and water taxi services, boat launch facilities, or tourist-related activities such as scenic cruises); and
    - iv) Small-scale commercial services that contribute to or are ancillary to a use permitted in (i), (ii) or (iii) above (including concession stands and restaurants).
- 6) Exceptions to the setbacks in Policy 1 shall be considered by the City in consultation with the Conservation Authority in situations where development is proposed on existing lots where, due to the historical development in the area, it is impossible to achieve minimum setback distances because of the size or location of the lot, approved or existing use on the lot, or other physical constraint, providing the following conditions are met to the City's satisfaction:
- a) The ecological function of the site is restored and enhanced, to the greatest extent possible, through naturalization with native, non-invasive vegetation and bioengineering techniques to mitigate erosion and stabilize soils; and
  - b) Buildings and structures are located, or relocated, to an area within the existing lot that preserves the minimum setback distance to the greatest extent possible.
- 7) Notwithstanding Policy 1, a lot created by severance may include land within the minimum setback if the following criteria are satisfied:
- a) Within the urban boundary, the City and the Conservation Authority deem that the severance will not negatively affect aquatic or shoreline habitats and will not restrict existing or planned public access to the Ottawa River, Rideau River, or Rideau Canal;
  - b) Where slope stability is an issue, the lot area outside the geotechnical hazard limit is sufficient to meet the required minimum lot size, and the Council-approved Slope Stability Guidelines for Development Applications in the City of Ottawa are satisfied; and
  - c) The lot area outside the setback is sufficient to accommodate all structures and water and wastewater services.
- 8) Where development is proposed on private services, no septic tank or distribution piping may be located within the minimum setback from surface water features unless an alternative setback has been permitted by the City in consultation with the Conservation Authority.

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

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

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

2) The City shall protect groundwater features and their hydrologic functions through the preparation and implementation of watershed plans, subwatershed plans and site-specific groundwater assessments consistent with Council-approved direction. Development or site alteration shall only be permitted in or near groundwater features where it has been demonstrated that these features and their related hydrologic functions shall be protected and, where possible, improved or restored.

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

1) Any activity or use within vulnerable areas shown on Schedule C13 that is considered a significant drinking water threat shall conform with all applicable Source Protection Plan policies and may be prohibited, restricted or otherwise regulated. Related municipal decisions shall conform with the mapping and policies contained within the most recent version of the applicable Source Protection Plan.

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

3) The City shall define, through the Zoning By-law, the types of development that shall be screened for potential drinking water threat activities within Wellhead Protection Areas and Intake Protection Zones shown on Schedule C13 and which may require a 'Section 59 Notice to Proceed' pursuant to the *Clean Water Act*.

4) To determine whether an activity associated with a proposed development within a Wellhead Protection Area or Intake Protection Zone shown on Schedule C13 would constitute a significant drinking water threat, the proponent will be required to disclose the proposed activities as part of a complete application.

- 5) Where the impacts of any proposed development or activity, cannot be adequately mitigated within an acceptable risk to drinking water sources to the satisfaction of the City, the development or activity shall not be permitted.
- 6) Development or site alteration proposals in vulnerable areas shown on Schedule C13 shall be required to assess potential changes in the vulnerability scores and provide a report to the City's satisfaction. Activities that result in new or expanded areas where threats to drinking water could be considered significant under the *Clean Water Act* may not be approved.
- 7) The City may implement alternative protection measures within highly sensitive Wellhead Protection Areas (lands where the vulnerability score is eight or greater) including, but not limited to, land acquisition, conservation easements, conditions of development and landowner partnership programs.
- 8) Prior to establishing a new municipal drinking water well, the City shall consult with the Source Protection Region and collaborate in the Source Protection Plan amendment process as required by the *Clean Water Act*. The City shall consider the potential impacts on existing uses and permitted uses within the *Wellhead Protection Area* and shall avoid establishing a new municipal drinking water well in areas where activities that may constitute a significant threat to drinking water are permitted.
- 9) The City shall establish measures to protect privately owned and operated communal drinking water systems, serving six or more lots or private residences, where necessary to preserve the quality and quantity of the local drinking water supply and prevent or mitigate any significant threats to drinking water sources.

## 4.10 School Facilities

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

Besides their primary purpose as educational institutions, school facilities can provide community infrastructure and resources to a neighbourhood, such as licensed childcare centres, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places, and greenspaces. As a hub of community life, safe, sustainable and convenient access for residents of all ages and abilities is necessary.

Schools and their surrounding context provide important opportunities to support climate resiliency and healthy and inclusive communities strategic goals. The school policies below shall be supported by local plans and the Transportation Master Plan.

### WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa



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

1) Primary and Secondary schools shall be permitted in all urban designations, within villages and on a site-specific basis where appropriate in the Rural transect. They are not permitted in the Traditional Industrial Freight and Storage designation, in significant wetlands, in natural environment areas, or in urban natural features.

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

- a) Provision of safe walking and cycling routes to schools through transportation, land-use, and design decisions, with a focus on pedestrian priority designs within the school walk zone;
- b) Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increase the visibility of children and youth at intersections, and provide safe intersection crossings that prioritize pedestrians;
- c) Requiring streets that abut school sites, new local residential streets constructed within new developments, or when reconstruction occurs on any street near a school (except arterials), to be designed and posted for speeds of 30 km/h or less. Opportunities for lower speed design on arterials near school site shall also be pursued;
- d) Locating schools within neighbourhoods, rather than at the edges, as part of their street grid, in locations that are central to neighbourhoods and facilitate active transportation for pupils and parents;
- e) Providing sufficient, visible, shaded, secure, and where possible, covered bicycle parking facilities;
- f) Designing parking facilities, where provided, in accordance with Transect Area policies, and generally, internalized and located away from street frontages;
- g) Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;
- h) Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- i) Locating lay-bys in the right of way, where it is appropriate to provide them, using two separate frontages – one for buses and the other for vehicle drop-offs and pick up, with visually contrasting materials or colours in order to differentiate the lay-bys from the roadway and minimize pedestrian conflicts. Bus lay-bys are prohibited in the Downtown Core and Inner Urban transects; school bus drop-off in those areas shall be on the curbside.

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

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

2) Schools should generally co-locate compatible land-uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The Zoning By-law shall allow

school sites to have dual zoning for a variety of complementary land-uses, including: residential; licensed child care facilities; parks; small scale commercial and other community serving uses.

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

4) The design of outdoor children's play areas should align with Section 4.6.4, Policy 3, as well as Section 10.3, Policy 4, in order to reduce exposure to air pollution.

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

1) Existing trees and new tree planting shall be incorporated into school site design.

2) Woodlots, stands of trees, or clusters of newly planted trees, may be incorporated as part of "outdoor classroom" programming, where appropriate and feasible.

## 4.11 Generally Permitted Uses

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

### Retail Food Store

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

### Food Production

2) Food produce production which does not have an adverse effect on the surrounding area by virtue of appearance, function, risk of rodent infestation or high volumes of vehicular traffic is permitted throughout the City. City standards shall ensure compatibility with nearby uses and health and safety. Food production includes community gardens, greenhouses, and amenities to support local processing and storage.

### Renewable Energy Generation

3) Renewable energy generation facilities including large scale wind, solar, and hydroelectric projects as well as smaller scale bioenergy, hydroelectric, wind, ground-mounted or rooftop solar projects provided such proposals fulfil all applicable provincial requirements and siting criteria. Renewable energy generation facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses. A Council-directed in-depth analysis of appropriate zones and locations for such facilities may further define where these may be permitted.

### Licensed Day Care Centres

4) Day care facilities that provide daily temporary care of children, seniors and/or the disabled shall be permitted in areas in all designations except within Traditional Industrial, Freight, and Storage; subject to the conditions within Non-Traditional Industrial Mixed; and, on any lands within the airport operating influence zone, hazard lands and in significant wetlands.

### Public Utilities and Municipal Services

5) Public utility facilities and Municipal Services that are authorized under the requirements of the *Environmental Assessment Act* may be permitted in all designations of this Plan. Other public utilities and municipal services and facilities are permitted in all designations on Schedules A and B, except in Natural Environment Areas, Significant Wetlands, Sand and Gravel and Bedrock Resource Areas, Flood Plains, or near Unstable Slopes shown on Schedule C13, provided that:

- a) The construction of permanent buildings is discouraged where an area, not in one of the identified designations, is found to be environmentally sensitive;

- b) The design of the utility or facility meets the intent of the applicable Transect and Overlay policies; and
- c) Where proposed in Agricultural Resource Areas and the Natural Heritage System Overlays, the location shall be essential for the provision of the utility, service or facility or constitutes a necessary expansion of an existing facility. A study may be required to assess alternative locations outside the designated areas and the environmental impacts on these areas shall be mitigated if alternative locations are not feasible.

#### **Wireless Communication Facilities**

- 6) Proponents of new telecommunication facilities shall comply with the City of Ottawa's Municipal Concurrence and Public Consultation Process for Antenna Systems, in accordance with Industry Canada requirements.

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# Section 5. Transects

RURAL

SUBURBAN

GREENBELT

OUTER URBAN

INNER URBAN

DOWNTOWN





## Section 5. Transects

Schedule A divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

Throughout the Transect policies, references are made to urban and suburban built form and site design. Table 6 provides guidance as to the general characteristics associated with urban and suburban built form, in order to assist with interpreting and applying the policies within this section. The first column of Table 6 highlights the characteristics consistent with 'urban' development typically associated with areas of the city built prior to World War II and the widespread use of automobiles. This is the form of development most common in the Downtown Core, and Inner Urban transects, and within village cores of the Rural Transect. The second column outlines the characteristics associated with the 'classic' model of suburban built form that is found in parts of the Inner Urban and Suburban transects and is common throughout the Outer Urban transect.

**Table 6 – General Characteristics of Urban Built Form & Suburban Built Form and Site Design**

URBAN	SUBURBAN
Zero or shallow front yard setbacks	Moderate to deep front yard setbacks
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Smaller lots, higher lot coverage & floor area	Larger lots, lower lot coverage & floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small, areas of formal landscape that often includes hard surfacing	Informal and natural landscape that often includes expansive grassed areas
No automobile parking, or limited parking that is concealed from the street	Private automobile parking that may be prominent and visible from the street

The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation. Table 7 is provided as an easy reference tool for the reader to quickly determine what minimum and maximum heights could apply. For full details of the heights requirements, refer to the policy reference.

**Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy**

Transect	OP Policy Reference	Designation	Height Category and Details
<b>Downtown Core Transect</b>	<b>5.1.3(1)</b>	<b>Hubs</b>	High-rise & skyscrapers: between ten storeys and thirty storeys and thirty-one storeys plus, through criteria and Area Specific Policy
	<b>5.1.4(1)</b>	<b>Hubs</b>	Low-rise, mid-rise and high-rise: minimum four storeys and maximum twelve storeys
	<b>5.1.4(3)</b>	<b>Mainstreet Corridors</b>	Low-rise, mid-rise and high-rise: minimum two storeys and maximum twelve storeys
	<b>5.1.4(4)</b>	<b>Minor Corridors</b>	Low-rise and mid-rise: minimum two storeys and maximum nine storeys
	<b>5.1.3(2)</b>	<b>Neighbourhoods</b>	Low-rise: minimum two storeys and maximum four storeys
<b>Inner Urban Transect</b>	<b>5.2.3(1)</b>	<b>Hubs</b>	Low-rise, mid-rise and high-rise: minimum three storeys and maximum twelve storeys
	<b>5.2.3(2)</b>	<b>Mainstreet Corridors</b>	Low-rise, mid-rise and high-rise: minimum two storeys and maximum nine storeys
	<b>5.2.4(3)</b>	<b>Minor Corridors</b>	Low-rise and mid-rise: minimum two storeys and maximum six storeys
	<b>5.2.3(1)</b>	<b>Neighbourhoods</b>	Low-rise: minimum two storeys, zoning will permit at least three storeys but no more than four storeys
<b>Outer Urban Transect</b>	<b>5.3.3(1)</b>	<b>Hubs</b>	Low-rise, mid-rise and high-rise: minimum three storeys and maximum twelve storeys
	<b>5.3.3(2)</b>	<b>Mainstreet Corridors</b>	Low-rise and mid-rise: minimum two storeys and maximum nine storeys
	<b>5.3.3(4)</b>	<b>Minor Corridors</b>	Low-rise: minimum two storeys and maximum four storeys
	<b>5.3.4(1)</b>	<b>Neighbourhoods</b>	Low-rise, no minimum: generally, zoning will permit at least three storeys but no more than four storeys
<b>Suburban Transect</b>	<b>5.4.3(2)</b>	<b>Hubs</b>	Low-rise, mid-rise and high-rise: minimum three storeys and maximum twelve storeys
	<b>5.4.3(4)</b>	<b>Mainstreet Corridors</b>	Low-rise and mid-rise: minimum two storeys and maximum nine storeys
	<b>5.4.3(5)</b>	<b>Minor Corridors</b>	Low-rise: minimum two storeys and maximum four storeys
	<b>5.4.5(1)</b>	<b>Neighbourhoods</b>	Low-rise, no minimum: generally, zoning will permit at least three storeys but no more than four storeys

## 5.1 Downtown Core Transect

Photo by: City of Ottawa



The Downtown Core is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. It is part of a larger metropolitan downtown core that includes the Centre-Ville de Gatineau as defined in the Plan d'urbanisme de la Ville de Gatineau, and this larger metropolitan downtown core is the centre of the regional public transit network. The metropolitan downtown core, as indicated on Annex 1, is the most important economic, cultural, tourist and administrative hub in the greater Ottawa-Gatineau metropolitan area. At once separated and united by the Ottawa River, the metropolitan downtown core has unique planning challenges that require a coordinated vision between both municipalities, notably with respect to the movement of people and goods, the development of tourism, and investment attraction, as well as in planning related matters of common interest. The Cities of Ottawa and Gatineau are also partners in ensuring the proper integration of their neighbourhoods, hubs and corridors with Crown-owned and planned properties, notably those located along Confederation Boulevard.

Over the next twenty-five years, both cities will need to respond to the challenges of population growth, climate change, and seek to play a leadership role nationally and internationally in providing a level of liveability that will attract residents, talent and businesses. The metropolitan downtown core is the most significant focus area in which these objectives can be demonstrated.

The Downtown Core is a mature built environment whose urban characteristics of high density, mixed land-use and sustainable transportation orientation are to be maintained and enhanced.

### WHAT WE WANT TO ACHIEVE

- 1) Maintain and enhance an urban pattern of built form and site design and mix of uses
- 2) Prioritize walking, cycling and transit within, and to and from, the Downtown Core
- 3) Locate the tallest buildings and greatest densities in the Downtown Core
- 4) Provide direction to the Hubs and Corridors located within the Downtown Transect
- 5) Provide direction to the Neighbourhoods located within the Downtown Core Transect

### 5.1.1 Maintain and enhance an urban pattern of built form, site design, and mix of uses

- 1) The Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.
- 2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
  - a) Hubs and a dense network of Corridors provide a full range of services that are generally within a few blocks' walking distance of residences;
  - b) A high concentration of compatible employment uses is maintained and increased;
  - c) Existing and new cultural assets are supported, including those that support music and nightlife; and
  - d) Residential densities that are sufficient to support the full range of services noted in (a).
- 3) In the Downtown Core, the Zoning By-law may:
  - a) Require mixed-uses within individual buildings, such as retail or other services on the ground floor; and
  - b) Restrict specified areas to residential land-uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.
- 4) The public realm in the Downtown Core shall be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the Core.
- 5) To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core transect shall include:
  - a) Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting, and other urban greening;
  - b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
  - c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
  - d) Innovative stormwater management approaches such as low impact development with regeneration to address increased imperviousness; and
  - e) Alignment with other climate adaptation policies and procedures identified in this Plan.
- 6) In the Downtown Core, any regeneration shall be required to create no new vehicular private approaches, regardless of the number of lots being created or the number of residential dwellings being developed. In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

### 5.1.2 Prioritize walking, cycling and transit within, and to and from, the Downtown Core

- 1) In the Downtown Core, the Zoning By-law shall prohibit new automobile-oriented land-uses and development forms, including but not limited to:
  - a) Automobile service stations;
  - b) Automobile dealerships other than showrooms contained entirely within a building;
  - c) Drive-through facilities;
  - d) Surface parking lots; and
  - e) Mini storage warehouses except as an ancillary use to a major residential development.
- 2) The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take absolute priority over private motor vehicle access and movement in the Downtown Core.
- 3) Motor vehicle parking in the Downtown Core shall be managed as follows:
  - a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
  - b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;
  - c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
  - d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and
  - e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking

### 5.1.3 Locate the tallest buildings and greatest densities in the Downtown Core

- 1) High-rise buildings of more than 12 storeys and skyscrapers may be permitted in the Downtown Core Hubs, subject to:
  - a) Protected views specified in 4.6.2;
  - b) Limits on building heights and massing established through secondary plans or area-specific policies, urban design policies in Section 4.6 or as a result of the application of heritage conservation policies in Section 4.5; and
  - c) Resolution of any constraints in water, sewer and stormwater capacity.
- 2) The Zoning By-law shall set out maximum building heights and appropriate density thresholds within Neighbourhoods that shall allow:
  - a) Building types that provide for high density development while maintaining a low-rise form from a minimum of two storeys to a maximum of four storeys; and
  - b) New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as



permitted in Section 6.3.1, Policy 4(b) and (c), and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Section 3.2, Policies 11 through 13 and Table 3.

#### 5.1.4 Provide direction to the Hubs and Corridors located within the Downtown Transect

- 1) Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a Secondary Plan permits otherwise, are as follows:
  - a) Up to 400 m walking distance of a rapid transit station, between four and twelve storeys inclusive;
  - b) Despite (a), greater heights, in accordance with Section 5.1.3, Policy 1 may be considered subject to a zoning amendment and a Community Benefits agreement, on:
    - i) lands that contain or are adjacent to, and within 100 metres walking distance of a rapid-transit station; or
    - ii) north of Nepean Street.
  - c) Outside the area described by (a) and (b), not less than three storeys and not more than six storeys; and
  - d) In order to provide a transition from the Hub to the adjacent built form, despite (c), on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.
- 2) The Zoning By-law shall prohibit buildings with only one type of use in Hubs within the Downtown Core Transect, and developments shall be required to co-locate within the same building complementary functions and uses, including but not limited to residential; office; commercial; and institutional.
- 3) On Downtown Core Mainstreet Corridors, maximum building heights generally up to 12 storeys are permitted subject to appropriate height transitions, stepbacks, and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights. Where development is proposed on Mainstreet Corridors, all of the following must be met:
  - a) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in Section 4.6.6(8) and 4.6.6(9);
  - b) Buildings shall be lower on lots too small to accommodate an appropriate height transition noted in provision a) above; and
  - c) The height of such buildings may be increased to generally 15 storeys for sites that are within 100 metres walking distance of a rapid transit station.
- 4) On Downtown Core Minor Corridors, maximum building heights are generally in upper mid-rise range between 7 and 9 storeys, except where a Secondary Plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and stepbacks. The height of such buildings:

- a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Section 4.6.6(8) and 4.6.6(9);
- b) May be limited further on lots too small to accommodate an appropriate height transition; and
- c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

### 5.1.5 Provide direction to the Neighbourhoods located within the Downtown Core Transect

1) Neighbourhoods located in the Downtown Core and within a 15-Minute Neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which includes new housing types that are currently not contemplated in this Plan; and
- b) Provides flexibility in lot area and configuration including permission for as-of-right severances to create small-sized lots with irregular or unconventional lot sizes and patterns including flag lots with minimal lot widths and lots with lot lines that jog; and
- c) The application, as appropriate, of zoning bylaw development-standards to be applied as one lot for zoning purposes to support missing middle housing; and
- d) Provides a minimum of two storeys and up to four storeys height permission to allow for higher density low-rise residential development; and
- e) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- f) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

#### DOWNTOWN



## 5.2 Inner Urban Transect

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics described in Table 6, while the post-war neighbourhoods reflect suburban characteristics.

### WHAT WE WANT TO ACHIEVE

- 1) Enhance an urban pattern of built form and site design
- 2) Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect
- 3) Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect
- 4) Provide direction to the Neighbourhoods located within the Inner Urban Transect



Photo by: City of Ottawa

### 5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses



1) The Inner Urban Transect's built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.

2) In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:

- a) Infilling or development of old shopping centres;
- b) Encouraging mid-20<sup>th</sup> century "tower-in-the-park" sites to infill underused lands on their sites so as to connect with and frame the surrounding streets, increase housing choice and integrate existing towers with the physical and social fabric of abutting communities; and
- c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets

3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations, and urban design policies in Section 4.6, or as a result of the application of heritage conservation policies in Section 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

4) The Inner Urban transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods; and
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Compatible employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in (a).



Photo by: City of Ottawa



### 5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

1) In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land-uses and development forms, including but not limited to:

- a) Automobile service stations;
- b) Automobile dealerships, except automobile showrooms entirely contained within a building;
- c) Drive-through facilities;
- d) Surface parking lots as a main use of land; and
- e) Mini-storage warehouses, except as ancillary uses to major residential development.

2) The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) No surface parking lots shall be permitted within 400 m walking distance of a rapid-transit station;
- d) Where new development is proposed to include parking as an accessory use, such parking:
  - i) shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
  - ii) shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
  - iii) may be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

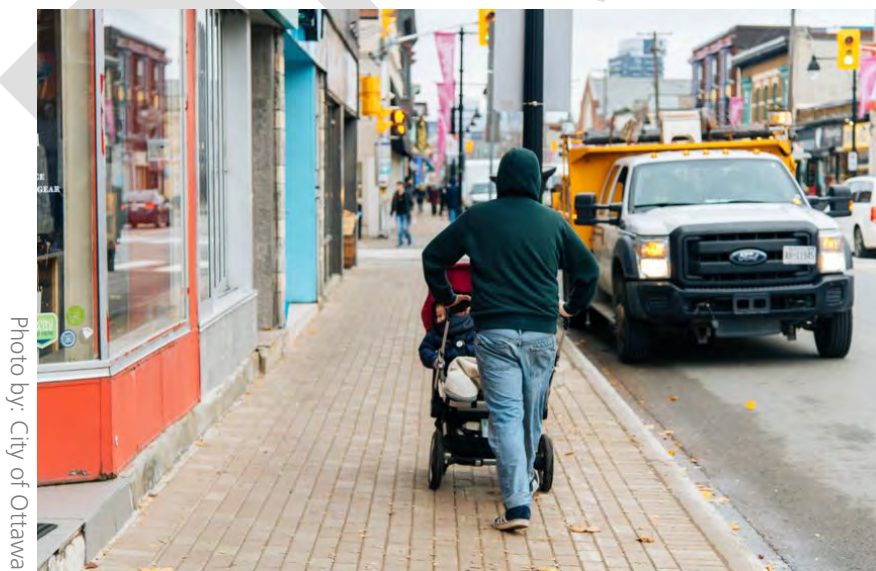


Photo by: City of Ottawa



### 5.2.3 Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

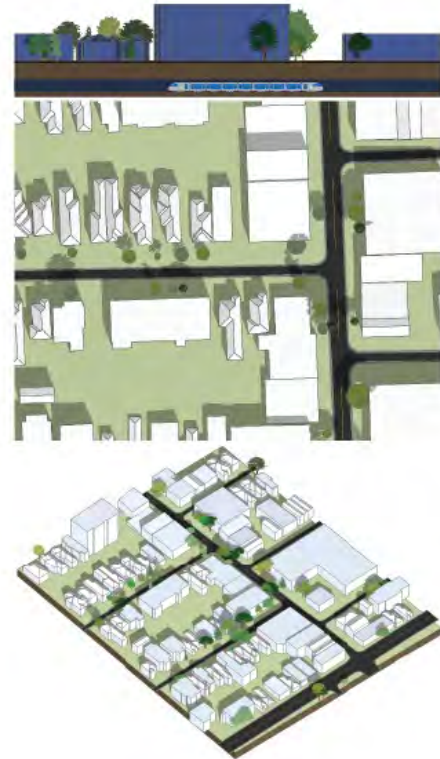
- 1) Maximum and minimum building heights within Hubs in the Inner Urban Transect, are as follows:
  - a) Up to 400 m walking distance of a rapid transit station, not less than three storeys and not more than twelve storeys;
  - b) Despite (a), greater heights may be considered subject to zoning amendment and Community Benefits agreement on lands that contain, or are adjacent to and within 100 m of, a rapid-transit station; and
  - c) Outside the area described by (a), between two and six storeys inclusive.
- 2) In the Inner Urban Transect, the Mainstreet Corridor sub-designation shall permit, subject to appropriate height transitions, stepbacks, and angular planes, maximum building heights as follows:
  - a) Generally, up to nine storeys except where a secondary plan or area-specific policy specifies greater heights; however:
    - i) The wall heights directly adjacent to a street, and the heights of the podiums of high-rise buildings, where permitted, shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Section 4.6.6(8) and 4.6.6(9);
    - ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.
- 3) In the Inner Urban Transect the Minor Corridor sub-designation shall permit, subject to appropriate height transitions and stepbacks, maximum building heights as follows:
  - a) Generally, in a range between four to six storeys except where a Secondary Plan or area-specific policy specifies greater heights;
  - b) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise built form in Section 4.6.6(8) and 4.6.6(9); and
  - c) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

### 5.2.4 Provide direction to the Neighbourhoods located within the Inner Urban Transect

- 1) Neighbourhoods located in the Inner Urban Area and within a 15-Minute Neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Section 5.6.1, as applicable and that:
  - a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which includes new housing types that are currently not contemplated in this Plan; and

- b) Provides flexibility in lot area and configuration including permission for as-of-right severances to create small-sized lots with unconventional and irregular lot sizes and patterns including flag lots with minimal lot widths and lots with lot lines that jog; and
- c) The application, as appropriate, of zoning bylaw development-standards to be applied as one lot for zoning purposes to support missing middle housing; and
- d) Provides for a low-rise built form, a minimum of three storeys height permission to allow for higher density low-rise residential development; and
- e) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- f) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

## INNER URBAN



### 5.3 Outer Urban Transect

The Outer Urban Transect comprises communities inside the Greenbelt built in the last third of the twentieth century. The communities represent the 'classic' suburban model referenced in Table 6, below, and, are characterized by the separation of land-uses, stand-alone buildings, generous setbacks, and low-rise building forms.

These communities were originally intended as predominantly residential "bedroom communities", planned and built around automobile travel, with a relatively small range of low-density housing types. Most of their building stock is still too recent to expect wholesale redevelopment over the life of this Plan.

The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations.

#### WHAT WE WANT TO ACHIEVE

- 1) Recognize a suburban pattern of built form and site design
- 2) Enhance mobility options and street connectivity in the Outer Urban Transect
- 3) Provide direction to the Hubs and Corridors located within the Outer Urban Transect
- 4) Provide direction to Neighbourhoods located within the Outer Urban Transect



**Table 8: Suburban Built Form and Land-use Characteristics:**

Classic (Post-war to 1980)	Conventional (1980 to present)	15-Minute (Beyond 2020)
Soft landscaping are prominent, buildings are secondary	Buildings and infrastructure, including highly programmed parks dominate the built landscape	Nature, buildings and infrastructure are harmonized with a continued emphasis on park amenity as part of an integrated urban fabric
Detached houses are dominant residential typology	Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix	Smaller proportion of detached housing. Replaced with higher density ground-oriented housing, with some mid and high-rise buildings within transit hubs
Separated residential and non-residential land-uses and moderate street connectivity	Isolated commercial centres, civic and institutional uses, and residential uses with low to moderate street connectivity	Highly integrated commercial, civic and institutional uses with residential areas creating highly connected 15-minute neighbourhoods
Auto-oriented land-use patterns and site designs with little consideration for active transportation users	Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure	Land-use patterns that focus on transit and connectivity, and a built environment that prioritizes the safety and convenience of active transportation

### 5.3.1 Recognize a suburban pattern of built form and site design

1) The Outer Urban Transects established pattern of built form and site design is Suburban as described in Table 7, above and is predominantly reflective of the 'classic' suburban model, and in some areas the 'conventional' suburban model.

2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Mid-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Generally mid-rise in Hubs; and
- d) Proposals for high-rise development shall not be supported except within 400 m walking distance of a rapid transit station; in those cases, developments shall conform with Section 12.1,



Policy 11 and 12 requiring an area-specific policy and concurrent rezoning, unless a local plan provides otherwise. The Zoning By-law shall establish separation distances for tower elements.

- 3) In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the Overlay policies of this Plan, by:
  - a) Supporting the introduction of mixed-use, urban developments at strategic locations close to rapid transit stations; and
  - b) Targeting selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.

- 4) In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:
  - a) Multi-unit dwellings in Hubs and on Corridors;
  - b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
  - c) in Hubs, a range of housing types to accommodate individuals not forming part of a household.

### 5.3.2 Enhance mobility options and street connectivity in the Outer Inner Urban Transect

- 1) The transportation network for the Outer Urban Transect shall
  - a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;
  - b) Further to (a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks;
  - c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
    - i) Establishing park-and-ride facilities at strategic locations near rapid-transit stations; and
    - ii) Maximizing direct pedestrian access from residential areas to street transit stops.
- 2) When reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridors and as public space that unites and connects communities instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right-of-way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.
- 3) In the Outer Urban Transect areas, all streets within Hubs and within a Transforming or Evolving Overlay shall be identified as access streets.



### 5.3.3 Provide direction to the Hubs and Corridors located within the Outer Urban Transect

- 1) Maximum and minimum building heights within Hubs in the Outer Urban Transect, except where a Secondary Plan or area-specific policy specifies greater heights, are as follows:
  - a) Up to 400 m walking distance of a rapid transit station, between three and twelve storeys inclusive;
  - b) Despite (a), greater heights may be considered subject to zoning amendment and Community Benefits agreement on lands that contain or are adjacent to, and within 100 m of a rapid-transit station;
  - c) Outside the area described by (a), between two and six storeys inclusive.
- 2) Parking in Outer Urban Hubs shall be managed as follows:
  - a) Minimum parking requirements may be reduced or eliminated; and
  - b) No new surface parking lots shall be permitted within 200 m walking distance of a rapid-transit station, except for municipal park and ride facilities.
- 3) In the Outer Urban Transect, along the Mainstreet Corridor sub-designation this Plan shall permit, except where a Secondary Plan or area-specific policy specifies greater heights and subject to appropriate height transitions, stepbacks, and angular planes, maximum building heights as follows: generally, up to nine storeys; however limited to four storeys on lots too small to accommodate an appropriate height transition.
- 4) In the Outer Urban Transect, the Minor Corridor sub-designation shall permit, subject to appropriate height transitions and stepbacks, maximum building heights of up to four storeys except where a secondary plan or area-specific policy specifies greater heights.
- 5) Where large sites are developed or redeveloped in the Outer Urban Transect, such development may be required to introduce a public street grid or equivalent pedestrian and cyclist network to maximize connectivity to the surrounding street network, and to site and orient buildings to address and frame such grid or network

### 5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect

- 1) Neighbourhoods located in the Outer Urban Area and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Section 5.6.1 – Built Form Overlays, as applicable and that:
  - a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which includes new housing types that are currently not contemplated in this Plan;

- b) Provides flexibility in lot area and configuration, including permission for as-of-right severances to create small-sized lots with unconventional and irregular lot sizes and patterns including flag lots with minimum lot widths and lots with lot lines that jog; and
- c) The application, as appropriate, of zoning bylaw development-standards to be applied as one lot for zoning purposes to support missing middle housing; and
- d) Provides for three storeys height permission to allow for ground oriented missing middle development; and;
- e) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- f) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

2) Neighbourhoods located in the Outer Urban Area and outside of a 15-minute neighbourhood may continue to develop in accordance with the established suburban context as defined in Table 6.

## OUTER URBAN



## 5.4 Suburban Transect

The Suburban Transect comprises communities within the urban boundary located outside the Greenbelt. Communities generally reflect the 'conventional' suburban model described in Table 6 in Section 5.3 and are characterized by the separation of land-uses, stand-alone buildings, generous setbacks, and low-rise building forms.

These communities were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core.

Almost 50 years later, those three suburban communities are going to complete growing over the life of this Official Plan. However, there are small pockets of land adjacent to the existing communities that are not agricultural resource lands or lands with high ecological value, which can be added into the current communities. Development of these lands will largely rely on the existing transit network, arterial roads and trunk drinking water and wastewater distribution systems.

Using these lands will address approximately 46% of the growth we need in greenfield land over the next 25 years, and likely will meet our urban growth needs until 2046.

While we add these small segments of lands, our focus in the three major suburbs will be to complete those communities in a way that supports their gradual evolution to becoming 15-minute neighbourhoods. The planning challenge is to introduce more viable public transit and active mobility options community-wide in each of the major suburban communities, solidify Town Centres with more employment and more urban-type development, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern, with more substantial changes focused to strategic locations.

Other lands surrounding these suburbs are of high value agricultural or are clusters of ecologically significant lands. Growing into these lands will have negative consequences in terms of preserving agricultural resource lands or ecologically significant lands. In addition, the City wants to protect the distinctiveness of nearby rural villages and does not want communities to grow into one another. That is why this plan contemplates the end of physical growth of these suburbs.

### WHAT WE WANT TO ACHIEVE

- 1) Recognize a suburban pattern of built form and site design, while supporting an evolution towards 15-minute neighbourhoods.
- 2) Enhance mobility options and street connectivity in the Suburban Transect
- 3) Provide direction to the Hubs and Corridors located within the Suburban Transect
- 4) Provide direction for new development in the Suburban Transect

### 5.4.1 Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

- 1) The Suburban Transect's established pattern of built form and site design is suburban, as described in Table 6, reflective of the 'conventional' model described in Table 7.
- 2) The Suburban Transect is generally characterized by low- to mid-density development. Development shall be:
  - a) Low-rise within Neighbourhoods;
  - b) Low-rise along Minor Corridors;
  - c) Low-rise along Mainstreets, except where lot fabric can provide a suitable transition to abutting low-rise areas, in which case mid-rise development may be permitted;
  - d) Generally mid-rise in Hubs; and
  - e) Proposals for high-rise development shall not be supported except as permitted by a Secondary Plan.
- 3) In the Suburban Transect, this Plan shall support:
  - a) A range of dwelling unit sizes in:
    - i) Multi-unit dwellings in Hubs and on Corridors; and
    - ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with low-rise multi-unit dwellings permitted near street transit routes;
  - b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

### 5.4.2 Enhance mobility options and street connectivity in the Suburban Transect

- 1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the Overlay policies of this Plan by:
  - a) Supporting the introduction of higher density mixed-use, urban environments at strategic locations close to rapid transit stations; and
  - b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term regeneration.
- 2) In the Suburban Transect, all streets within Hubs and within a Transforming or Evolving Overlay shall be identified as access streets.

### 5.4.3 Provide direction to the Hubs and Corridors located within the Suburban Transect

- 1) Town Centre Hubs are denoted by the initials TC on Schedules B5, B6 and B7 of this Plan. They are intended to be the most important and largest Hub of their Suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office Development seeking to locate in Suburban communities.
- 2) Maximum and minimum building heights in Suburban Hubs, except where a secondary plan or area-specific policy indicates otherwise, are as follows:
  - a) Up to 400 m walking distance of a rapid transit station, between three and twelve storeys;
  - b) Despite (a), greater heights may be considered subject to zoning amendment and Community Benefits agreement on lands that contain or are adjacent to, and within 100 m of, a rapid-transit station; and
  - c) Outside the area described by (a), between two and six storeys inclusive.
- 3) Parking in Suburban Hubs shall be managed as follows:
  - a) Minimum parking requirements may be reduced or eliminated; and
  - b) No new surface parking lots shall be permitted within 200 m walking distance of a rapid-transit station.
- 4) In the Suburban Transect, the Mainstreet Corridor sub-designation shall permit, subject to appropriate height transitions, stepbacks, and angular planes, maximum building heights as follows:
  - a) Generally, up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however
  - b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Section 4.6.6(8) and 4.6.6(9);
  - c) Such buildings may be limited to four storeys on lots too small to accommodate an appropriate height transition.
- 5) In the Suburban Transect, the Minor Corridor sub-designation shall permit, subject to appropriate height transitions and stepbacks, maximum building heights of up to four storeys, except where a secondary plan or area-specific policy permits greater heights.

### 5.4.4 Provide direction for new development in the Suburban Transect

- 1) Greenfield development in the suburban transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:
  - a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces and linear recreation corridors that create a sense of place and orientation, by creating view corridors, focal points, and generally framing a high-quality public realm;
  - b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets.



- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, recreational facilities, cultural assets, and transit, natural amenities, and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the community, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as community or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the community-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector streets, or parallel local streets (window streets) and rear lanes for properties along major arterials; and  
Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site, or a combination of these measures;
- i) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

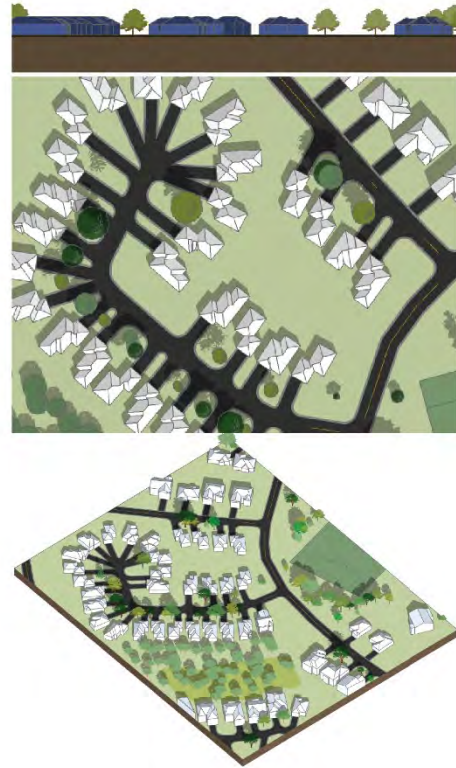
2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but Secondary Plans shall plan for a minimum density of 36 units per net hectare and permit density increases through regeneration and accessory dwelling units.

#### 5.4.5 Provide direction to Neighbourhoods located within the Suburban Transect

1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Section 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which includes new housing types that are currently not contemplated in this Plan; and
- b) Provides for low-rise development a minimum of two or three storeys height permission, depending on context, to allow for higher density low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way rather than unit count or lot configuration.

## SUBURBAN



## 5.5 Greenbelt and Rural Transect Areas

The Greenbelt is comprised of approximately 20,000 hectares of land, most of which is owned by the National Capital Commission or other public agency. Despite its predominantly rural and natural character, these lands are located within the city's urban boundary and separates the Outer Urban Transect from the Suburban Transect Area. The Greenbelt Transect Area is identified on Schedule B-4.

The Rural Transect Area, identified on Schedule B-8, accounts for approximately 80% of the City's total land area. The use of land in this Transect area varies in intensity from untouched natural areas and cultivated farmland, to more intense development within villages and commercial-industrial areas.

Both the Greenbelt and Rural Transect Areas provide for a range of social and economic activity and the policies for these transect areas are intended to ensure environmental protection, economic enhancement, and liveability for those who choose rural life. This includes consideration for the preservation of rural character and equitable access for those who live and visit these areas.

### WHAT WE WANT TO ACHIEVE

- 1) Recognize a rural pattern of built form and site design.
- 2) Recognize mobility options and road connectivity in the Rural Transect

### 5.5.1 Recognize a rural pattern of built form and site design

1) Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a Secondary Plan.

- a) Within Villages, development will be context sensitive and characteristic of the rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, Secondary Plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and 'sustainable' suburban forms elsewhere, in accordance with context;
- b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and
- c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to look and feel like a minor country road. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage.

2) Development in the Greenbelt and Rural Transect areas shall:

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;

- b) Allow for higher densities within serviced Villages;
- c) Allow for uses that are compatible with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges and on major roads;
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.

3) Nothing in this Plan is intended, or may be applied, to restrict a normal farm practice from being carried on as part of an agricultural operation on lands designated as Agricultural Resource Area or Rural Countryside according to Provincial Legislation as amended from time to time.

4) The designations applied to lands in the Greenbelt Transect Area are intended to reflect the goals of the National Capital Commission's Greenbelt Master Plan. Proponents of any land-use shall conform to both the policies of this Official Plan and the NCC's Greenbelt Master Plan where applicable.

### 5.5.2 Recognize mobility options and street connectivity in the Greenbelt and Rural Transect

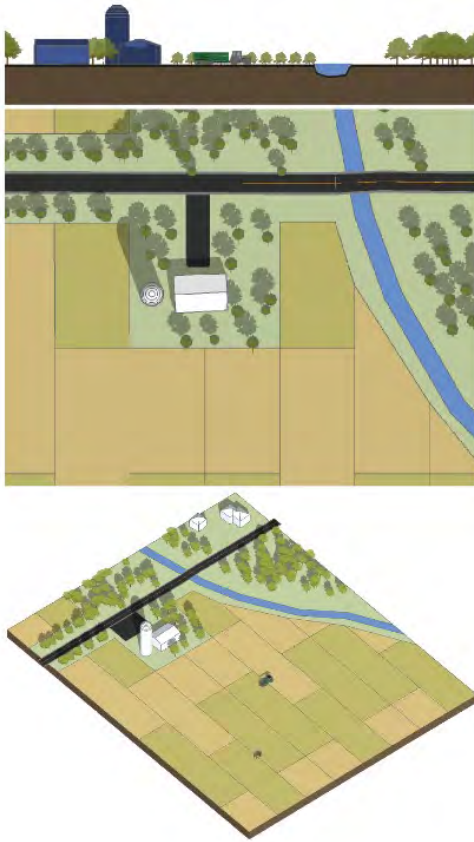
1) Mobility in the Rural area shall be premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural area. The Rural mobility network shall:

- a) Have arterial rural roads designed to a rural cross-section;
- b) Have a designated road network to provide for the efficient movement of goods;
- c) Include right-of-way designs within Villages that support walkability within core areas while also providing for the movement of goods in the surrounding agricultural area;
- d) Introduce, within Villages that have transit service, and as opportunities arise, pedestrian shortcuts from residential areas to street transit street transit stops;
- e) Connect the rural community with pathways and trails to provide access to services and amenities where opportunities to do so are identified, including tourism and recreation; and
- f) Provide for cycling infrastructure where feasible to support rural tourism and sustainable modes of transportation.

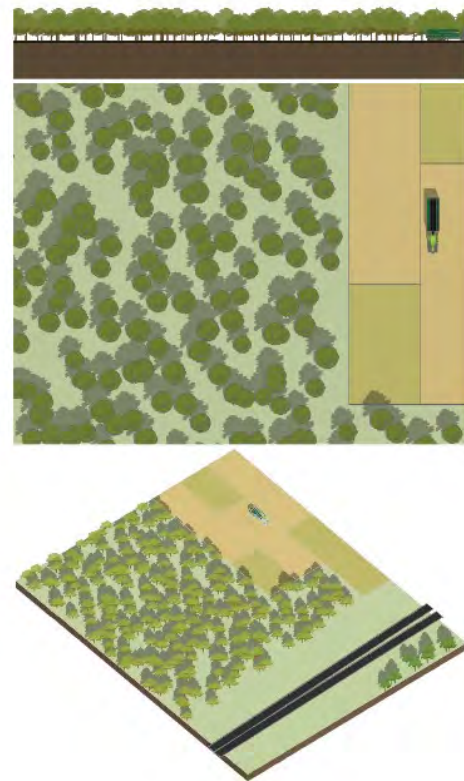
2) By definition, all streets and roads within Villages shall, by default, be access streets. Traffic flow and capacity may be permitted insofar as it maintains the spatial quality of place, the priority of sustainable modes of transportation, and the safety of vulnerable road users.

3) Roads in the Greenbelt Transect shall be designed to a rural standard, while providing safe and direct sustainable transportation routes, to maintain the rural character of the Greenbelt and minimize the fragmentation of farmland and natural areas.

## RURAL



## GREENBELT





## 5.6 Overlays

There are multiple categories of overlays which apply to complement the underlying designations, found in Chapter 4. These overlays provide additional policy direction to allow certain types of activities and provide built form guidance that is otherwise not included in the designation section of this Plan.

### 5.6.1 Built Form Overlays

The Built Form Overlays are meant to provide direction for a change in character to allow new forms and functions of land. These Overlays work in coordination with 15-Minute Neighbourhoods, which are the areas where most residential regeneration is to occur. The Built Form Overlays include two types that will apply to underlying urban designations: the Evolving Overlay and the Transforming Overlay. These overlays allow the Official Plan to support the regeneration by providing guidance to the desired built-form, and public realm interface to areas in which a policy framework is needed to ensure future development corresponds to the context and desired evolution of the various areas of the city. Where no built form overlay is applied, development is to proceed in accordance with Transect Area policies.

## WHAT WE WANT TO ACHIEVE

- 1) Provide built form direction for the urban area where regeneration is anticipated to occur.
- 2) Apply an Evolving Overlay on a designation, where the area is subject to a gentle evolution from **suburban** to **urban** built form and site design
- 3) Apply a Transforming Overlay on a designation, where the area is in a location, at a stage of evolution, or subject to development pressures that create the opportunity to achieve a denser **urban** form



Photo by: City of Ottawa

### 5.6.1.1 Provide built form direction for the urban area where regeneration is anticipated to occur

- 1) Where an Overlay is applied:
  - a) The Zoning By-law shall provide development-standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
  - b) The Zoning By-law shall include minimum density requirements as identified in Table 3, and once those are satisfied, may also introduce limits on density or unit counts to further control built form while allowing flexibility for housing choice throughout the area; and
  - c) The Zoning By-law shall increase the development-standards for the form of buildings in order to conform to Table 3.
- 2) In both the Transforming and Evolving Overlay, the City:
  - a) Shall support applications for amendments to the Zoning By-law for low-rise residential regeneration where the proposal demonstrates that the development helps to achieve the objective(s) of the applicable Overlay and Transect with regards to transitioning from a low-density single-unit typology towards a multi-unit built form and associated site design, in keeping with the intent of development standards of the applicable zone and the intent of Table 3 of this Plan;
  - b) May support amendments to the Zoning By-law for regeneration development that proposes uses other than low-rise residential, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions; and
  - c) Shall evaluate development that seeks to increase height permissions, for heights greater than those permitted in the underlying transect and designation or Secondary Plan, through an Official Plan Amendment process against all the applicable policies of this Plan.
- 3) Where Overlays abut, the following provisions apply:
  - a) Where a Transforming Overlay abuts an Evolving Overlay, the Transforming Overlay applies to both sides of the public street to allow consistency in built form, generally to the depth of the lot fabric fronting such street; and
  - b) Where an Evolving Overlay abuts lands with no Overlay, the Evolving Overlay applies to both sides of the public street to allow consistency in built form, generally to the depth of the lot fabric fronting such street.
- 4) Where an Overlay is applied to a property that is identified as a heritage resource, the property is also required to conform to the relevant heritage policies.
- 5) Where no Overlay is applied, the area shall continue to build out in its current context as set out in the corresponding Transect area policy, allowing for development to continue in the current form and function of the area.

### **5.6.1.2 Apply an Evolving Overlay on a designation, where the area is subject to a gentle evolution from suburban to urban built form and site design**

- 1) The Evolving Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Strategy for regeneration through the Zoning By-law, by providing for:
  - a) Allowance for new building forms and typologies;
  - b) Direction to built form and site design that shall support the evolution of the area towards more urban built form patterns and applicable transportation mode share goals; and
  - c) Direction to govern the evaluation of development.
- 2) Zoning By-law development-standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.
- 3) On any land with the Evolving Overlay, any regeneration shall minimize the number of vehicular private approaches, as may be permitted in the Zoning By-law and the Private Approach By-law.

### **5.6.1.3 Apply a Transforming Overlay on a designation, where the area is in a location, at a stage of evolution, or subject to development pressures that create the opportunity to achieve a fully urban built form**

- 1) The Transforming Overlay identifies lands that are uniquely positioned to change more rapidly during the life of this Plan. These lands contain one or more of the following features:
  - a) They are located in close proximity to a range of services;
  - b) They are located in close proximity to higher order transit;
  - c) The structures on the lands are near lifecycle replacement;
  - d) The lands are within proximity to major infrastructure development; and/or
  - e) The lands have existing servicing capacity.
- 2) The Transforming Overlay is a critical policy tool to meet the regeneration requirements as outlined in the growth management framework. Areas identified with a Transforming Overlay shall require Zoning By-law development-standards that meet all of the following:
  - a) Requirement for urban built forms of building typologies and site designs, as described in Table 6 of Section 5; and
  - b) Direction to built form and site design that shall support the rapid transformation of the area towards transportation mode share goals.
- 3) On any land with the Transforming Overlay, any regeneration shall not be permitted to increase the number of vehicular private approaches, regardless of the number of lots being created or the number of residential dwellings being developed, except as may be permitted in the Zoning By-law and the Private Approach By-law.

4) Where lands have been assigned a Transforming overlay, but the lands are also a heritage conservation district, the heritage conservation district policies shall take priority to ensure the conservation of designated buildings, and inform the approach to site redevelopment where additions or new buildings are proposed, where site dimensions and configuration make such additions or new buildings possible.

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## 5.6.2 Aggregate Overlays

Two Aggregate Overlays may apply to the underlying rural designations of Agricultural Resource Area, Rural Countryside and Rural Industrial, Freight and Storage Area, to allow the Official Plan to provide guidance to the protection of areas with mineral aggregate resources.

### 5.6.2.1 Protect known mineral aggregate deposits of good quantity and quality from incompatible development

1) Mineral Aggregate Resource Areas are identified through two Overlays shown as additional to the underlying designation shown on Schedule B of this Plan: Sand and Gravel and Bedrock Resource Areas. The permitted uses are those of the underlying designation and those of the Overlay.

2) The City may permit, in the Sand and Gravel Overlay, the operation of a sand and gravel pit as the primary land-use for land; subject to Policy 8 below, a zoning application and the provisions of the *Aggregate Resources Act*.

3) The City may permit the operation of a quarry as the primary land-use for land within the Bedrock Resource Overlay; subject to Policy 8 below, a zoning application and the provisions of the *Aggregate Resources Act*.

4) The City requires that all pits and quarries licensed under the *Aggregate Resources Act*, with the exception of wayside pits and wayside quarries, be zoned for mineral extractive use in the Zoning By-law.

5) Additional related uses, such as asphalt plants, concrete batching plants and other heavy industrial uses associated with mineral extraction operations, may also be permitted subject to mitigation of potential adverse effects.

6) Aggregate extraction may be permitted as an interim use in the Agricultural Resource Area outside of the mineral aggregate overlay subject to the lands being rehabilitated to an agricultural condition, with soils of equivalent or better quality than prior to the extraction, as shall be documented prior to the commencement of aggregate extraction operations.

7) In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation.

## WHAT WE WANT TO ACHIEVE

- 1) Protect known mineral aggregate deposits of good quantity and quality, from incompatible development.
- 2) Protect existing licensed mineral aggregate operations from incompatible development and minimize negative effects on communities



8) As part of a complete application, studies and the site plans required under the *Aggregate Resources Act* shall also be required by the City. The areas of influence generally are 500 m around quarries, 300 m for sand and gravel pits, and the proposed haul route. The required studies, as are determined to be appropriate considering the type of extraction proposed, may include those identified in the *Aggregate Resources Act*.

9) Where the sand, gravel or bedrock mineral aggregate resources of a property have been fully extracted, the site fully rehabilitated and an aggregate license surrendered, the property may be used for other purposes in accordance with the policies of the underlying designation. Under this circumstance the City shall not require the proponent to amend the mineral aggregate overlay; instead the overlay shall be amended to accurately reflect the new use at the time of the next comprehensive Official Plan update or through a City-initiated Official Plan amendment.

#### **5.6.2.2 Protect existing licensed mineral aggregate operations from incompatible development and minimize negative effects on communities**

1) Subject to issues of health, public safety and environmental impact, temporary non-residential uses may be permitted in the Sand and Gravel Resource Overlay or Bedrock Resource Overlay if it can be demonstrated to the satisfaction of the City that the use shall not preclude or otherwise hinder the designated area for future mineral aggregate extraction.

2) In recognition of existing lots of record, the City may permit the construction of a detached dwelling and accessory buildings subject to all of the following conditions:

- a) The lot fronts on an existing public road;
- b) The lot was created under the *Planning Act* prior to July 9, 1997;
- c) The use is permitted in the Zoning By-law;
- d) All requirements for private servicing requirements are met; and
- e) New development shall be sited on existing lots in order to minimize the impact upon future extraction of mineral aggregate resources.

3) New development shall not be approved within 500 m of lands within the Bedrock Resource Overlay, or within 300 m of lands within the Sand and Gravel Resource Overlay, unless it can be demonstrated that such development shall not conflict with future mineral aggregate extraction. Conflicting land-uses are new sensitive land-uses that interfere with mineral aggregate extraction, including but not limited to:

- a) the creation of new lots;
- b) rezoning to permit dwellings or lodging places (motels, campgrounds, nursing homes, etc.); and
- c) small-scale business uses where animals, equipment or employees may be adversely affected by pit or quarry activities.

4) New development may be approved within 500 m of an existing licensed bedrock quarry or within 300 m of an existing sand and gravel pit if it can be demonstrated that the existing mineral

aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by the development.

5) Where the City approves the development of land in accordance with the policies 3 or 4 above, it may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.

6) The City may permit the creation of new lots on land within the influence areas, where all of the following criteria are met:

- a) The intention is to sever a lot for a house existing as of July 9, 1997;
- b) The vacant parcel that remains within the Sand and Gravel Overlay, the Bedrock Resource Overlay or within an influence area identified in Policy 3, is rezoned to prohibit the construction of a new residential building; and
- c) Where the severance is within an influence area identified in Policy 3, it shall also be permitted by and be consistent with the policies of the underlying designation of the land.

7) Where lands are within the Sand and Gravel Overlay or the Bedrock Resource Overlay, and alternative uses are proposed through amendment to the Official Plan or Zoning By-law, the following shall be required as part of a complete application:

- a) A demonstration that the land is not suitable for exploitation for the sand and gravel or bedrock resource for which the Overlay applies; and
- b) A demonstration that the proposed use will not hinder potential mineral aggregate extraction from other designated or licensed adjacent lands, including the future expansion in depth or area of any current or future licensed pit or quarry, issues of health, public safety, environment impact and quality of life. This may necessitate the submission of other supporting information such as but not necessarily limited to, geo-technical and groundwater studies, noise, vibration and dust studies and, environmental impact assessment.

### 5.6.3 Natural Heritage Overlays

The City has two natural heritage overlays which appear on Schedule C9 of the Official Plan: a Natural Heritage System overlay and a Natural Heritage Features overlay.

#### 5.6.3.1 Protect the Natural Heritage System and Natural Heritage Features

#### WHAT WE WANT TO ACHIEVE

- 1) Protect the Natural Heritage System and Natural Heritage Features

- 1) The Natural Heritage System overlay consists of core natural areas and natural linkage areas, as follows:
  - a) In core natural areas, development or site alteration shall maintain or enhance the integrity, biodiversity, and ecosystem services of the area; and, not compromise the potential for long-term enhancement and restoration of the ecological integrity, biodiversity, and ecosystem services of the area; and
  - b) In natural linkage areas, development or site alteration shall maintain or improve the ecological and recreational connectivity of the area; and, not compromise the potential for long-term enhancement and restoration of ecological and recreational connectivity of the area.
- 2) The Natural Heritage Features overlay consists of those natural heritage features identified in Policy 4.8.1(3) which can reasonably be mapped and displayed at the resolution of the Official Plan schedules.
- 3) The City shall protect natural heritage features for their natural character and ecosystem services.
- 4) Development and site alteration shall have no negative impact on the Natural Heritage System overlay and no net negative impact on the Natural Heritage Features Overlay. Development and site alteration shall be consistent with the conclusions and recommendations of an approved Environmental Impact Study.

Photo by: City of Ottawa



#### 5.6.4 Future Neighbourhood Overlay

The Future Neighbourhoods Overlay is applied to lands that have been added to the urban boundary to accommodate City growth, as indicated in the Schedule B series of maps. The Future Neighbourhoods Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.

As indicated in the Schedule B series of maps, there are two categories within the Future Neighbourhood Overlay. These categories are based on whether transit and other infrastructure exist or are already planned, and the complexity of providing this infrastructure. The categories are as follows:

**Category 1:** Individual parcels or clusters of land that are generally adjacent to an existing built up area and:

- 1) Are within an active transportation catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station; and
- 2) Have services, being water, wastewater and stormwater, which can be provided to accommodate additional development without any or with only minimal need for upgrades to the existing trunk systems, or other facilities.

**Category 2:** Individual parcels or clusters of land that are not within the catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and/or have infrastructure servicing issues that would require major upgrades to an existing system and/or unplanned extension of services. These lands will require an extension or upgrade of services including transit and infrastructure, beyond services that already have a council-approved funding source and/or legal funding mechanism.

#### WHAT WE WANT TO ACHIEVE

- 1) Create 15-minute neighbourhoods supported by funded transit and infrastructure

##### 5.6.4.1 Create 15-minute neighbourhoods supported by funded transit and infrastructure

- 1) Development may only receive draft approval or final approval on land within the Future Neighbourhood Overlay once the overlay has been removed through an Official Plan Amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.
- 2) The underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan.

3) In addition to the requirements listed in the policies below, prior to the Future Neighbourhoods Overlay being removed, Category 2 lands require a Council approved funding source and/or legal funding mechanisms for:

- a) Any necessary transit network extensions or improvements that will ensure the provision of a level of transit service that achieves target mode shares of the Official Plan upon occupancy of all new development and throughout all phases of development; and
- b) Any major upgrades to an existing system and/or an unplanned extension of water, wastewater and stormwater services.

4) For both Category 1 and 2 lands, a Secondary Plan must be approved prior to the overlay being removed.

5) Notwithstanding Policy 4, an update of an existing Secondary Plan may be acceptable when the proposed development is adjacent to an area subject to an existing Secondary Plan and the scale of the addition is commensurate to an update process, provided supporting studies, such as a master servicing study, are also updated.

6) Notwithstanding Policy 4, a Concept Plan, as defined in Section 11 Table 10, may be acceptable for small scale sites under one ownership, at the sole discretion of the City.

7) Development within the Future Neighbourhoods Overlay shall be consistent with the policies of this Plan, in particular Section 5.4.4.

8) Proponents of development shall convey natural heritage features and the natural heritage system to the City for \$1.

9) Proponents of development shall commit to providing recreational pathways identified in the Secondary Plan or Concept Plan through development charges or at the expense of the developer.



# Section 6.

## Urban Designations



Photo by: City of Ottawa





## Section 6. Urban Designations

### 6.1 Hubs

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

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

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

#### WHAT WE WANT TO ACHIEVE

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



Photo by: City of Ottawa

### 6.1.1 To define the Hubs and set the stage for their function and change over the life of this Plan

- 1) Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:
  - a) Hubs generally include lands up to 800 m comfortable walking distance from the rapid-transit station or major frequent street transit stop, and are shown on the Schedule B series of maps; and
  - b) Despite (a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections, and pedestrian dead zones.
  - c) In any case, Hubs do not include any lands identified as a Special District on the Schedule B series of maps.
- 2) The strategic purpose of Hubs is to
  - a) Focus major residential and compatible non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
  - b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
  - c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
  - e) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in (b).
- 3) Development within Hubs:
  - a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
  - b) Shall incorporate residential uses throughout the hub, but may be required that large employment, commercial or institutional uses locate close to the transit station;
  - c) May be required through the Zoning By-law to include mixed land-use on-sites and within buildings located within 400 m of the transit station, through measures including but not limited to:
    - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
    - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
    - iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
  - d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the hub;

- e) Shall create a high-quality, comfortable public realm throughout the hub that prioritizes the needs of pedestrians, cyclists and transit users;
  - f) Shall establish buildings that:
    - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
    - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
    - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
  - g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the hub's prioritizing of transit, walking and cycling, including as appropriate:
    - i) Reduction or elimination of on-site minimum parking requirements;
    - ii) Maximum limits on parking supply;
    - iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities; and/or
    - iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
    - v) Establishment of residential on-street parking permit zones;
    - vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities.
  - h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 4) Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Section 6.1.1, Policy 3(h) and:
- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
    - i) Drive-through facilities;
    - ii) Automobile dealerships, other than showrooms contained entirely within a building;
    - iii) Automobile service stations and body shops;
    - iv) Mini-storage warehouses;
    - v) Surface parking lots as a main use of land; and
    - vi) Other uses that prioritize or depend on motor vehicle access for their primary function.
  - b) Despite (a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Section 6.1.1, Policy 3(f) and subject to compatibility with surroundings:
    - i) Car-share stations;
    - ii) Automobile rental establishments.
    - iii) Despite (a), structured and underground parking facilities may be permitted within Hubs.
- 5) Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or

external storage of large amounts of materials shall not be permitted in the Hubs designation and shall be directed to the Traditional Industrial Freight and Storage Designation.

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

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

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

1) PMTSAs are identified on Schedule C1 of this Plan. To assist with the implementation of associated planning policies and identify properties located within the PMTSA, Schedule C1 depicts the PMTSAs showing the street pattern and lot fabric. Schedule C1 is for information purposes only and may be revised as needed by City without an amendment to this Plan.

2) Table 9 for PMTSAs sets out the minimum density of people and jobs per gross hectare that shall be implemented through the Zoning By-law in an effort to increase the future density of development around transit.

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

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

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

- a) Consider how the area to be added and the surrounding lands will support and not undermine the long-term vision for the PMTSAs;
- b) Ensure that the area to be added does not undermine the goal of developing an intense and concentrated development;
- c) Exclude stable low-rise residential neighbourhoods unless regeneration is planned to a greater degree than this Plan otherwise permits;
- d) Demonstrate that the area to be added do not include lands that are otherwise prohibited through other policies or severely restricted portions of land, for example major urban greenspaces;
- e) Demonstrate that rapid transit infrastructure and service is available at the time of designation;
- f) Assess the pedestrian accessibility and continuity of the proposed area from the transit station
- g) For new PMTSAs, set appropriate densities for employment and residential uses capable of supporting existing and planned investments in transit; and



- h) Where overlap occurs between Industrial areas and potential Major Transit Station Areas, the Industrial policies take precedence to ensure the protection and preservation of the City of Ottawa's finite industrial land base.

**Table 9 - Minimum Density Requirements**

Designation	Density Target
Barrhaven TC	160
Baseline	200
Bayshore	200
Bayview	200
Blair	200
Confederation-Billings	200
Cyrville	200
Downtown Hub	500
Gladstone	160
Hurdman	200
Kanata TC	160
Lees	250
Lincoln Fields	200
Orléans TC	160
Palladium	160
Pinecrest-Queensview	200
Preston-Carling	160
Riverside South TC	160
South Keys	160
St-Laurent	250
Tallwood and Knoxdale Stations Area	160
Tremblay	250
Trim	160
Tunney's Pasture	250

## 6.2 Corridors

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

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

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

- 1) Corridors are shown as linear features in the B- series schedule. The Corridor designation applies to any lot abutting the Corridor, subject to:
  - a) Generally, a maximum depth of:
    - i) In the case of Mainstreet Corridors, a maximum depth of 220 m from the centreline of the street identified as a Mainstreet Corridor;
    - ii) In the case of Minor Corridors, a maximum depth of 120 m from the centreline of the street identified as a Minor Corridor;
    - iii) Where part of a lot lies beyond the maximum depths specified in (i) and (ii), that part of the lot is excluded from the Corridor designation;
    - iv) Despite (iii), where that part of the lot excluded from the Corridor designation is less than 20 m in depth, the Corridor designation may extend to the entire lot.
  - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
  - c) Despite (a) and (b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.
- 2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
  - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  - c) For sites generally of greater than one hectare in area or 100 m in depth:
    - i) May be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

## WHAT WE WANT TO ACHIEVE

- 1) Define the Corridors and set the stage for their function and change over the life of this Plan
- 2) Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development
- 3) Provide built form guidance for the redevelopment of single-loaded corridors

- ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply;
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

3) Corridors will generally permit residential uses and such non-residential uses as are compatible with a dense, mixed-use urban environment. The Zoning By-law may require:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

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

1) In the Mainstreets sub-designation, this Plan shall permit a mix of uses. The Zoning By-law may require active commercial or service uses, including those that support cultural development and nightlife on the ground floor, in order to maintain, extend, or create a stretch of continuous active frontage along a Mainstreet.

2) In the Minor Corridor sub-designation, this Plan shall permit a mix of uses which are mainly residential or which support residential uses. Development may:

- a) Include residential-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; and
- d) Be required to provide commercial or service uses on the ground floor.

### **6.2.3 Provide built form guidance for the development of single-loaded corridors**

1) Where no Secondary Plan is in place, the following applies to development of lands backing onto a single-loaded Corridor:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreets and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped;
- b) Development shall continue to respect the character of the parallel street, including through building and site design, landscaping and buffering;
- c) The configuration of site plans for single-loaded Corridor parcels shall:
  - i) Not permit vehicular access from a parallel street to the corridor right-of-way when the parallel street is predominately residential;
  - ii) Support vehicular access from the parallel streets to the Corridor right of way when the parallel street is other than predominantly residential in character.

d) The implementing Zoning By-law and approvals under the *Planning Act* may provide for development that establishes two separate buildings so as to front on both the Corridor and the parallel street while leaving the internal part without buildings or structures.

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## 6.3 Neighbourhoods

Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable and internally compatible development. Depending on when they were built, many neighbourhoods have a residential focus, and some such as office parks, may have an employment focus. Neighbourhood policies will allow the development of a full range and choice of housing and complementary small-scale non-residential land-uses to meet the needs of all ages, incomes and life circumstances, and to support the development of 15-minute neighbourhoods and healthy communities.

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

- 1) Neighbourhoods are designated on the Schedule B series of maps. The maximum building height in Neighbourhoods is low-rise.
- 2) The Zoning By-law and approvals under the *Planning Act* will generally plan for the maximum heights, permitted in Section 4.3.1, as follows:
  - a) Four full storeys within the entirety of the Downtown Core transect, and along major streets that are not designated as Corridors across all other Transects;
  - b) Generally, three full storeys within the interior of Neighbourhoods in the Inner Urban transect; and
  - c) Generally, two full storeys within the interior of Neighbourhoods in the Outer Urban and Suburban transect, unless an Overlay is applied which shall allow for three full storeys.
- 3) Development in the Neighbourhood Designation which seeks additional height beyond four storeys will be evaluated based on an area-specific policy, Official Plan Amendment application. The development must meet all of the provisions of Section 12.1, Policy 11, which outline exceptional criteria allowing for an increase in height for special circumstances, otherwise not contemplated by this Plan.
- 4) The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
  - a) Housing options with the predominant building form being innovative and non exclusive new ground-oriented housing, which meet the intent of Section 6.3.2, Policy 1, for sites located within the 600 metre to 900 metre radius of a Hub, and low-rise multi-unit built-forms within the 300 metre radius of a Hub and all lots in close proximity to street transit routes;

### WHAT WE WANT TO ACHIEVE

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



- b) Small-scale non-residential uses are permitted throughout the Neighbourhoods designation and include functions and land-uses meant to support the daily local needs of neighbourhoods, including retail, service, cultural, leisure and entertainment uses;
- c) Limited large-scale non-residential uses are permitted and include office-based employment, greenspace, large scale institutions and facilities, and other smaller institutional functions; and
- d) Parks, open spaces and linkage areas meant to serve as public space.

5) Sites that are underutilized or convert from other non-residential uses may convert to residential, provided all of the following are met:

- a) The proposed development includes the majority of its site as low rise missing middle housing typologies;
- b) The intent of the growth management requirements of Section 3 are met;
- c) The proposed development respects the immediate adjacent existing residential uses by retaining features which previously existing prior to the development proposal; and
- d) The proposed development includes an affordable housing component meeting Section 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services.

6) Where new lots are proposed for residential purposes that rely upon private services the minimum lot size shall be 0.4 hectares. In existing developments where the lot sizes are currently below 0.4 hectares and where there are no pre-existing groundwater quality concerns, the City may conduct site-specific reviews of the risk of establishing a smaller lot size in the Zoning By-law that is consistent with the existing lot pattern, provided there is technical evidence that it does not create an adverse risk to public health.

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

1) The Zoning By-law and approvals under the *Planning Act* shall allow innovative and non-exclusive new housing forms in order to provide adaptive and flexible communities that can respond to growth pressures and support healthy, 15-minute neighbourhoods. Non-exclusive means allowing housing forms that permit that a variety of housing types and tenures throughout an entire neighbourhood and not just a portion of the neighbourhood. Innovative housing forms include, but are not limited too: adaptive reuse of existing buildings into a variety of new uses; development along collector streets into multi-unit development; development of existing shopping centres; co-location of housing with major facilities and above parkland facilities (libraries and recreation centres) as per Section 4.4.6, Policy 3, City-owned or other; development of a single lot or a consolidation of lots to produce innovative housing types; and by providing air-rights for housing above City infrastructure and facilities.

2) In order to support and allow new innovative and non-exclusive housing forms, as detailed in Policy 5 above, for areas identified as 15-minute neighbourhoods and areas with a built form overlay applied, the City shall establish residential on-street parking permit zones. On-street parking

permit zones will help to encourage new housing forms which do not have private on-site parking and support broader City-wide stormwater management concerns as a result of an increase in permeable surfaces in regeneration areas. On-street parking zones, reflects the direction in Section 4.1.4, Policy 6 (i).

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

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

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor Designation or within the Non-Traditional Industrial Freight and Storage Designation, as per Section 6.3.3, Policy 3;
- b) The use is compatible within the Neighbourhood designation and contributes to the goals of the Designation;
- c) Located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with Transect and Overlay policies.

### 6.3.3 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

1) The City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions on: on all Collector Streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings. Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City shall support these uses, provided the development meets all of the following:

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

2) Non-residential uses that are not explicitly mentioned as permitted in Section 6.3.1, Policy 1 shall be considered where the proposal meets all of the following criteria:

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

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

## 6.4 Traditional Industrial Freight and Storage

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

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

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

### WHAT WE WANT TO ACHIEVE

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

### 6.4.1 To preserve land in strategic locations for goods movement and logistics uses

- 1) Each designation area shall be of sufficient size to accommodate a cluster of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Traditional Industrial, Freight and Storage designations as shown on Schedules B1 through to B7 :
  - a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;
  - b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;

- c) Auto service and body shops, heavy equipment and vehicle sales and service;
- d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation, and air conditioning (HVAC);
- e) Major office only in accordance with Section 3.5, Policy 12; and
- f) Offices that are accessory to a primary use.

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

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

#### **6.4.2 Ensure adverse impacts on sensitive uses are minimized.**

- 1) Residential, institutional and all other sensitive land-uses are not permitted.
- 2) Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s). Site plan control shall consider the siting of structures and/or outdoor operations to minimize potential adverse impacts to sensitive use(s).
- 3) The Province's Land Use Compatibility D-series Guidelines shall be considered through applications for Zoning By-law amendments and site plan control when determining the potential for adverse impacts and the related distance to sensitive uses.

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

- 1) Ancillary functions and uses that are meant to serve and support the daily needs of the employees of the Industrial Traditional Industrial, Freight and Storage area, are limited to service commercial uses such as convenience store, coffee shop, restaurant, and service station or gas bar, are permitted on individual parcels. Automobile sales shall be ancillary to the service use.
  - a) High traffic generating ancillary uses should be located onsite, such as frontage on an arterial or major collector road, which avoid potential conflict with primary industrial uses (ex. goods movement); and
  - b) Sensitive land-uses are not permitted as ancillary uses.



2) Uses not compatible with heavy industrial uses or which may conflict with their operation are not permitted.

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## 6.5 Non-Traditional Industrial Mixed

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

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

### WHAT WE WANT TO ACHIEVE

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

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

- 1) Each designation shall be sufficiently sized to accommodate clusters of business and economic activity capable of accommodating more than 2,000 jobs.
- 2) The following uses are permitted in the Non-Traditional Mixed areas as shown on Schedules B1 through to B7:
  - a) Low impact light industrial uses including light manufacturing, warehousing, distribution and storage;
  - b) Automotive sales and service, heavy equipment sales and service;
  - c) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation, and air conditioning (HVAC);
  - d) Major office only in accordance with Section 3.5, Policy 12; and
  - e) Small-scale office that is typically less than 10,000 m<sup>2</sup>.
- 4) Industrial uses or development with the potential of restricting visibility at the Ottawa Macdonald-Cartier International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust, or steam as described in Transport Canada's "Land-use in the Vicinity of Airports" document TP1247E; are not permitted.

- 5) Accessory sample and showroom uses are permitted if all the following conditions are met:
  - a) They occupy part of a building where, and are operating only in association with, a warehouse or other permitted use in the same building;
  - b) Are primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
  - c) Where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage.
- 6) The Zoning By-law shall implement to the extent possible the Province's D-series Guidelines to ensure that impacts between industrial uses and sensitive land-uses are minimized.
- 7) Residential uses are not permitted.

### 6.5.2 Act as a transition between neighbourhoods and industrial areas.

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

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

- 1) The following policies apply to commercial services that may be permitted in NTIM areas, in support of the 15-minute neighbourhood objectives:
  - a) The types of permitted services are those of a scale that cater to a local neighbourhood clientele and to the employees of the NTIM area, including small scale grocery stores, recreational, health and fitness uses, and service commercial uses (e.g., convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);
  - b) The permitted services may locate within:
    - i) Stand alone buildings;
    - ii) Within a building containing a permitted NTIM use; or
    - iii) In buildings that group more than one of these services.
  - c) Commercial service uses shall be located along the edge of the NTIM area abutting residential neighbourhoods but no more than 600 metres from a residential zone;
  - d) Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and
  - e) Appropriate cycling and pedestrian facilities may need to be provided where not currently available.
- 2) In NTIM areas, sensitive institutional uses (including private schools, community centres, licensed care centres, or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:

- a) If the proposed sensitive institutional use is compatible, there are no adverse health impacts from adjacent uses and the development does not impede an existing NTIM use's ability to operate via a Ministry of the Environment permit;
  - i) The compatibility assessment will be guided by the Ministry of the Environment D Series Guidelines, as amended.
- b) There are no traffic impacts that would impede a NTIM use's operations;
- c) Is located within 600 metres of a residential zone; and
- d) Is located a minimum of 300 metres away from zones where heavy industrial land uses are permitted.

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## 6.6 Special Districts

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

### WHAT WE WANT TO ACHIEVE

- 1) Strengthen the role of Special Districts as places that define the city, and to emphasize and increase their contribution to Ottawa's culture

#### 6.6.1 Strengthen the role of Special Districts as places that define the city, and increase their contribution to Ottawa's culture



- 1) The following general and are specific policies will apply to all Special Districts:
  - a) Special Districts are designated on Schedule B;
  - b) Development applications and capital projects impacting Special Districts must demonstrate adherence to this Section and the general policies in Sections 4.5 and Section 4.6, and Sections 6.6.2 through to 6.6.8;
  - c) Development proponents should seek conformity with both this Plan and, where applicable, the requirements of the Government of Canada and the National Capital Commission;
  - d) Municipal investment is to complement projects of the National Capital Commission, Government of Canada and coordinate with Business Improvement Areas, development proponents, community associations and other partners. Pilot projects that uphold the policy intentions of the Special District will be supported; and
  - e) New Special Districts will only be initiated by the City.

#### 6.6.2 Parliament and Confederation Boulevard



The Parliament and Confederation Boulevard Special District is critical to Ottawa's image as the Capital of Canada. The Parliament Buildings sit prominently above the Ottawa River and are contextually linked to the Rideau Canal and the Canadian Museum of History in Gatineau. Sparks Street serves as the interface street between the Town and Crown. Confederation Boulevard is a ceremonial route with many federal institutions on Wellington Street between Bay and Elgin Streets on Sussex Drive between Rideau Street and the Prime Minister's residence and Rideau Hall that encompasses streets and unites, both sides of the Ottawa River within the metropolitan core. It is also home to the National Gallery and other federal institutions and embassies.

- 1) National symbols will be protected within the Parliament and Confederation Boulevard Special District. The following policies apply throughout the Parliament and Confederation Boulevard Special District:
  - a) Encourage this area as the preferred location for new or expanded institutions of national or international significance;
  - b) Development must conserve properties of cultural heritage value including those designated under the *Ontario Heritage Act*, within the Sparks Street Heritage Conservation District, the



Historic Sites and Monuments Board of Canada, or by the Federal Heritage Buildings Review Office;

c) Development must use architectural styles, expressions and building materials that are compatible, may be the same as, and integrate with, those of the more prominent built elements of the District and respect the existing built form context, quality, proportions, forms, sizes and scale;

d) Encourage people to eat, drink, sit, and reflect by providing trees, art and commemorative monuments. Use high quality materials for pavement treatments, street furniture and general improvements to the public realm;

e) Streetscape improvements will make connections to the heritage character of the area more apparent and be coordinated and compatible with cultural heritage attributes;

f) Implement the architectural lighting directions of Parliamentary Precinct Exterior Lighting Master Plan and the Capital Illumination Plan; and

g) Security infrastructure should be discrete and blended into the surrounding streetscape or landscape elements wherever possible.

2) To accommodate the demands associated with tourism, ceremonial functions and public gatherings for special events such as Canada Day and Remembrance Day, the following mobility policies will apply throughout the district:

a) Introduce priority crosswalks, wider sidewalks, tour bus laybys, wayfinding signage, security measures associated with large crowd control where applicable;

b) Improve wayfinding to rapid transit stations and street transit stops including those operated by OC Transpo and the Société de Transport de l'Outaouais; and

c) Improve cycling connectivity, including separated cycling routes that complete the Inter-Provincial bike cycling loop.

3) Important Capital View & Dynamic View Zones represent significant views to the Parliament Hill precinct from the north-south streets. They include the intersections of Metcalfe, O'Connor, Bank, Kent, Lyon and Bay and Wellington Streets. Gateways or landmarks at these connecting points are recommended, through the design of buildings and/or streetscape elements, in order to create visual interest and assist with wayfinding. In some cases, it may be necessary to combine ROW widening as described in Annex 1 - Road Classification and Rights-of-Way with a pedestrian easement.

4) The primacy of Parliament Hill will be protected through strict observance of the building height restrictions in the areas identified on Annexes 2A, 2B and set out in Section 4.6.2. New development will frame and/or protect important views identified by the City, the National Capital Commission and Government of Canada.

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

- 6) The following policies will apply along the Confederation Boulevard ceremonial route
  - a) Transform the Rideau-Sussex-Mackenzie-Wellington intersection and area to create a key civic “Town and Crown” gathering space of national importance;
  - b) New development on the east side between Notre-Dame Cathedral and George Street will reinforce the 19th century architectural and commercial character of the street; and
  - c) New Development on Sussex Drive between Notre-Dame Cathedral and the Rideau River will define the street edge with buildings framing the street, contributing to an enhanced urban character. Consideration for the existing character defining attributes of the streetscape such as built heritage resources, decorative light fixtures, high-quality pedestrian infrastructure, formal landscaping, and views from the public realm, including those of national symbols and the Ottawa and Rideau Rivers and their natural shorelines, will further inform the design approach.

### 6.6.3 The Rideau Canal

The Rideau Canal is a UNESCO World Heritage Site and is a defining icon of Canada’s Capital and Ottawa’s Downtown and Inner Urban areas. It is popular with residents and visitors in every season. This Special District stretches 6 kilometres from the Laurier Avenue Bridge to Hartwell’s Locks close to Dows Lake. It includes the Canal Corridor and federal parkways which are the focus of some of the city’s largest events and the first row of properties fronting the Canal.

The intent of the policies for the Canal Corridor is to conserve its cultural heritage landscape while encouraging new sensitive options for animation that enhance experiences for residents and tourists. With respect to the first row of properties, policies will encourage new development to be compatible within the existing character. A Secondary Planning Study will be undertaken in order to comprehensively look at the Rideau Canal Special District and its recommendations will further guide future development.

1) To recognize the special place occupied by the Rideau Canal Special District and its long-term direction, the City will undertake a Secondary Planning Study in partnership with Parks Canada, the National Capital Commission and stakeholders. The Secondary Planning Study recommendations will:

- a) Guide development in the first row of properties in the following areas:
  - i) In the Downtown Core Transect Area along Queen Elizabeth Driveway in the Golden Triangle;
  - ii) In the Inner Urban Transect Area along Queen Elizabeth Driveway in the Glebe;
  - iii) Along Colonel By Drive by the Rideau Centre, Convention Centre and Ottawa University
  - iv) Echo Drive;
  - v) Along Colonel By Drive between Bank Street and Bronson; and
  - vi) Along Queen Elizabeth Driveway from Bank Street to Commissioners Park and shorelines near Dows Lake.
- b) Include options, where appropriate, for enhanced heritage protection for the areas covered by the Heritage Overlay on both Colonel By Drive and Queen Elizabeth Driveway;
- c) Examine opportunities to extend the street grid system to add new linkages to the parkways and allow for improved pedestrian and cycling connections to strengthen the connections within the public right of way to the Rideau Canal;

- d) Re-imagine Queen Elizabeth Driveway and Colonel By Drive to reduce the roads' importance as a commuter route in favour of pedestrian activity and park connections and consider opportunities for Canal crossings. This may include limiting vehicular access and the reduction of traffic speed;
- e) Explore new opportunities for animation that are sensitive to cultural heritage landscape features of the parkway and Canal Corridor. These include new tourism initiatives and enhanced greenspaces that are representative of the Capital. Explore options to support local artists, makers, and artisans to create, perform and participate in the local economy, and may include outdoor vending and food experiences.

2) The policies in this section, in addition to any policies or recommendations of the future Secondary Planning Study will inform the performance standards in the Zoning By-law.

- 3) Protect the cultural heritage landscapes, in the Rideau Canal Corridor in the following ways:
- a) Projects along the Rideau Canal and Parkway Corridor may require a Heritage Impact Assessment, as per the requirements of Section 4.5.2, Policies 1 through 5 in order to ensure that the conservation of the heritage character of the Rideau Canal is prioritized. Mitigation measures may be required to conserve the cultural heritage landscape of the Rideau Canal. It is comprised of, but not limited to, the physical canal and its functionality, the pathways, the parkways, planting beds, mature forest, mowed grass, and open trees in lawns.
  - b) All lighting and light fixtures, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, pathways and the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.

- 4) The following policies will apply in the first row of properties along the Rideau Canal:
- a) Where there are established low-rise residential areas, new development will be low-rise. All of the following policies will apply:
    - i) Development will be compatible and regulated with respect to building footprint, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property;
    - ii) In order to ensure compatible low-rise residential development, the Site Plan Control By-Law will extend site plan control requirements within the Rideau Canal Special District; and
    - iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees.
  - b) Where the built form consists predominantly of institutional and residential high-rise and mid-rise buildings such as along Colonel By Drive by the Rideau Centre, Convention Centre and Ottawa University, development will be subject to all of the following policies:
    - i) Enhance the connection of new buildings to the Canal by including active ground floor uses and enhanced pedestrian and cycling connections;

- ii) carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways. This includes ensuring the continuity of existing landscape patterns, minimizing the visibility of loading, servicing and vehicular access, and orienting the building in order to enhance the views from the Canal; and
- iii) New trees and vegetated landscaping will be implemented with every new development to ensure that the experience of the Rideau Canal is enhanced and extended to the first row of properties bordering the Canal.

#### 6.6.4 The ByWard Market

This Special District includes the ByWard Market and Lowertown West Heritage Conservation Districts. This lively area contains the oldest public market in Canada, residential, commercial and mixed-use buildings, nightlife, outdoor vendors, courtyards, and quaint streetscapes. In addition to the vibrancy of the culture, entertainment and shopping attractions, this area is surrounded by residential streets lined with some of the best examples of early working-class vernacular housing in Ottawa. Lieutenant Colonel By, who designed and supervised the construction of the Rideau Canal, laid out the street plan of the ByWard Market. The ByWard Market Building, a central gathering place within the area, was constructed in 1928, and is the fourth iteration of a market building on the site, with the original dating back to the 1830s. Guiding growth, conserving heritage attributes and creating pedestrian spaces will reinforce the area's economic, cultural and social importance.

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

- a) Reallocate space currently dedicated to vehicles, including parking lots, around the historic market building and surrounding sections of York, George and William Streets. Redesign the public rights-of-way to be flexible for a range of programming, events, and informal activities. William Street will become a dedicated pedestrian zone, providing opportunities for seating, eating, and family activities. Seasonally close ByWard Market Square to vehicular traffic with expanded outdoor vending opportunities;
- b) Introduce broad pedestrian promenades on the north sides of York, George and Clarence Streets, where sun exposure is highest. The role of each street will be unique with York Street equipped to accommodate the widest variety of events, George Street providing family friendly amenities and gathering spaces, and Clarence Street will accommodate patios;
- c) The parking structure at 70 Clarence Street will be a site considered for a future destination building that complements the existing Market building;
- d) The installation of new public art is essential and existing art should be maintained. Opportunities exist throughout the ByWard Market Special District within the public realm and on private property and specifically on York and George Streets as identified in the Byward Market Public Realm Plan;
- e) Promote tree planting and preservation to ensure the streets in the Market will have a leafy, green image; and
- f) Install lighting, water and power fixtures that are distinctive and coordinated based on context, function and need. Throughout the ByWard Market Special District, development and

capital projects shall provide lighting consistent with the Capital Illumination Plan and the ByWard Market Public Realm Plan.

- 2) A diversity of cultural and nightlife and commercial activities will be encouraged within the ByWard Market, in a way that makes those venues good neighbours. The Zoning By-law will maintain the area in the vicinity of the ByWard Market Building as a tourist, retail and entertainment focused area by prohibiting inappropriate uses.
- 3) The important role of the area as a reflection of Ottawa and Canada's cultural heritage will be supported in the following ways:
  - a) Development will conform with the objectives and guidelines of the ByWard Market or the Lowertown West Heritage Conservation Districts plans, as amended from time to time in accordance with the policies of Cultural Heritage and Archeology, Section 4.5;
  - b) Development will conserve properties of cultural heritage value including those designated under the Ontario Heritage Act, the Historic Sites and the Monuments Board of Canada, or by the Federal Heritage Buildings Review Office;
  - c) Development within the core of the historic ByWard Market, west of Dalhousie Street and south of Murray Street will be consistent with the scale, massing, setbacks and materials of the 19th century character of the ByWard Market Heritage Conservation District;
  - d) Development will be sensitive to existing character through the use of architectural styles, expression and building materials that are compatible, may be the same as, and integrate with, those of the more prominent built elements of the District; and
  - e) Support Dalhousie Street as a Mainstreet Corridor with a historic role for the cultural heritage of the Lowertown Francophone community, and as an important focal point for neighbourhood amenities, by removing surface parking lots, investing in street and sidewalk enhancements and encouraging community partnerships for beautification.
- 4) Opportunities to introduce new urban plazas, courtyards and privately-owned public spaces, similar to those behind Sussex Drive, will be considered when properties are redeveloped.
- 5) Strengthen connections to surrounding neighbourhoods by:
  - a) Providing wayfinding information such as navigation, transit, parking, and relative to the City's other destinations and attractions;
  - b) Maintaining strong connections to the York Steps and Major's Hill Park;
  - c) Enhancing the Sussex-St. Patrick-Murray gateway as part of the NCC's Nepean Point improvements and improve connectivity for pedestrians and cyclists;
  - d) Enhancing the Rideau-Sussex gateway for gathering, pedestrians and cyclists;
  - e) Installing a separated cycling connection along Murray Street; and
  - f) Providing a new cycle track on St. Patrick Street to link to existing routes on Mackenzie and Sussex Drive.

### **6.6.5 Ottawa International Airport Economic District**

The Ottawa International Airport defines the image of our city both nationally and internationally as one of the entry points into the National Capital Region. It is instrumental to Ottawa's economic



growth, employment and as a travel hub. Each year, more than 5 million travellers pass through the airport and more than 2\$ billion in economic activity takes place in the vicinity. There are also more than 10,000 people employed at the airport and airport related activities. By 2036, it is estimated that this economic zone will be responsible for more than 16,000 jobs and more than \$3 billion in economic output. The area has the potential to develop further and will become well connected to the rest of the city through O-Train expansion. The objective of the Special District is to provide guidance to development and support the preparation of a Secondary Plan to recognize its role as an economic generator and to balance employment and mixed uses around the airport.

1) To encourage the integration of airport planning with land use planning and transit, the City will undertake a Secondary Plan in partnership with the airport authority and the Government of Canada.

2) Recognize the airport's function as a gateway to the city with the development of high-quality urban places, landscaping, buildings, transit stations, area parks, pedestrian and cycling improvements and increased passenger convenience through wayfinding, connections to convenient transit and pathways for active transportation and recreational amenities.

3) On land immediately surrounding the airport, allow a mix of land uses such as employment and commercial uses that depend on proximity to the airport and anchor by light rail and bus rapid transit. Development will enhance the airport's role as a key economic generator and not consist of functions such as standalone retail of any format, that could otherwise locate anywhere else. Encourage new development typologies, such as mixed-research, employment, light industrial and commercial uses that are multi-story.

4) Development will be subject to the restrictions imposed by the Airport Operating Influence Zone as shown on Schedule C12.

5) In the wider airport area beyond the area restricted by noise controls, residential and business clusters will be developed along corridors, with greenspaces in addition to nodes around future O-Train stations leading to the airport. These areas include the former uplands airbase, lands west of the airport, along the Rideau River in the vicinity of Limebank Road. Employment uses will include private employers and public services such as paramedic and police installations as well as public transit stations, government agencies laboratories and offices.

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

7) There will be no development of land identified as being environmentally significant. The Greenbelt Linkage is part of land reserved for environmental purposes which will form part of a

potential future link between the Greenbelt lands to the west of the airport and the Leirtrim Wetland.

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

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

### **6.6.6 Lansdowne**

One of Canada's marquee urban stadium developments, Lansdowne is a contemporary demonstration of the successful integration of a large professional sports facility within an established neighbourhood, on a site that also provides restaurants, housing, retail, heritage buildings and community facilities. Its setting is within a central, mature neighbourhood that is rich in cultural heritage and geographic attributes. Lansdowne is successful because it delivers year-round spectator sporting events and major national and international events which attract residents and visitors from across the city and beyond. Lansdowne also provides local residents with services and amenities to meet their daily needs. Enhancing links to pedestrian and cycle systems, advancing transit options and innovative transportation demand management are critical.

1) Support the role of Lansdowne as a destination for professional sports, year-round festivals, residential, entertainment and commercial activity, through an appropriate mix of uses and the conservation of cultural heritage resources in accordance with Section 2.8 of this Plan, the statement of cultural heritage value and attributes for the Horticulture Building and the Aberdeen Pavilion, the easement from the Ontario Heritage Trust

2) Continued investment in transportation demand management programs for residents and visitors to ensure the dominance of sustainable transportation modes. This will benefit all residents and reflect the needs of women and children in terms of mobility. Automobile use will be de-emphasized with corresponding improvements to pedestrian and cycling infrastructure. The safety of vulnerable street users on Bank Street as well as on connections to the surrounding neighbourhood will be prioritized.

3) Support continuity of the community-oriented commercial uses such as the farmers' market and recreational amenities such as the park.

4) Explore new opportunities, in collaboration with the National Capital Commission and Parks Canada, that can enhance physical and visual linkages to the Rideau Canal, World Heritage Site and provide animation in the vicinity of the Canal.

### **6.6.7 Ottawa River Islands**



Zibi and the Ottawa River islands between Ottawa and Gatineau are a rare occurrence of a continuous urban fabric across a waterway and they constitute a meaningful link between both sides of the River. This district is unique in that it is characterized by its setting, which includes 19<sup>th</sup> century former industrial buildings that sit directly adjacent to the water, and because of its unique

public realm and active transportation opportunities. Other islands beyond the Zibi project have similarly important and image-defining roles to fulfill, notably to mark Algonquin Anishinabe presence and culture in a location that has significant historical and symbolic importance.

- 1) To reinforce the cultural importance of Zibi, development and capital works projects will adhere to the Council-approved Zibi Master Plan.
- 2) Support the role of Zibi as an emerging healthy, walkable 15-minute neighbourhood, through non-standard street designs that prioritize pedestrians, an appropriate mix of uses and the preservation of built heritage assets in accordance with Section 4.5 of this Plan.
- 3) Include new parks and privately-owned public spaces to support the evolution of the district and honour the district as a symbolic location for Algonquin Anishinabe culture.
- 4) In the spirit of reconciliation and building meaningful relationships with Indigenous peoples based on mutual respect, trust, and dialogue, the City supports the creation of spaces for Indigenous art, cultural interpretations and ceremonial gathering on Victoria Island and no amendment to this plan is required
- 5) Integrate a set of urban design, public realm treatments, wayfinding signage and right-of-way designs that respect the Council approved Heritage Interpretation Plan and are harmonized between the Cities of Ottawa and Gatineau and the National Capital Commission to ensure a unified look and feel for the District.
- 6) Identify and implement new ways to animate accessible and safe sections of the waterfront which will require coordination with the City of Gatineau and the National Capital Commission regarding the management of the waterfront, with the intent of seamless connections to the water, and to strengthen the continuity of the urban fabric across the river and into the established downtowns on both sides of the river.
- 7) Designate significant heritage buildings according to the Memorandum of Understanding signed by Windmill and the City of Ottawa upon the original purchase of the lands.

#### **6.6.8 Kanata North**

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

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

vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

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

- a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable transportation. Public transit and active transportation will become an attractive choice reducing the need for a car for access and circulation.
- b) In order to create a critical mass to support mixed-use, the highest densities shall be focused on two emerging nodes located within a comfortable walking distance of the planned rapid transit stations located at Terry Fox Drive and Station Road. The objective is to add one to two thousand new apartments and condominiums within the nodes to provide the density to support retail and commercial.
- c) Recognize the importance of both March Road and Legget Drive as major connectors each with their role to play in mobility and in distinct character:
  - i) March Road, as the main mobility corridor that moves people to and beyond the district and which is designated as a Mainstreet, shall evolve to be a prominent, multi-modal “grand street” with bus rapid transit that presents the district as an innovation cluster and a living lab.
  - ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place.
- d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of nodes, March Road and Legget Drive should generally be focused on employment and ancillary uses.
- e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Blocks will be generally one hectare in size. Introducing new private or public roads and walkways will allow for improved connectivity and public realm. An ideal intersection spacing is about 150-180 metres.

2) The intent is that wherever possible, land use changes that support the district’s economic role will not require an Official Plan Amendment. The Zoning By-law will broaden land use permissions, reduce required setbacks, reduce on-site parking requirements and establish minimum/maximum floor space index ratios. This should support the ability to readily adapt to rapidly changing technology and market conditions.

3) The Transportation Master Plan will make recommendations to:

- a) Increase reliable sustainable transportation options such as transit, cycling and pedestrian connections with the evolving development. This includes a review of the timing of implementation of the March Road Transitway as part of the future transit network.
- b) Coordinate the integration of future transit stations with the nodes.
- c) Create better connections between rapid transit and the rest of the district, which could include transit priority corridors or other possible solutions.

4) Nodes will be the centres of activity within the district. The planned function is to concentrate a diversity of uses, a higher density of development, a greater degree of mixed land-use near the rapid transit.. The goal of encouraging these complete communities is to invite residents of all income levels, to have places for talent to live, work, learn and play and to access daily needs without a car. The following policies apply to nodes:

- a) Each node includes the area generally within 600m of the bus rapid transit stations. Develop high densities of jobs and housing and up to high-rise buildings consistent with Urban Design Guidelines for High-rise Buildings. Residential and mixed-use buildings should generally have a minimum height of four storeys.
- b) Both nodes should include a signature urban plaza which may be a privately owned public space, and will become a centre of activity framed by buildings with at grade level cafés, restaurants and other arts, entertainment and makerspaces. The urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed-uses as close as possible to signature urban plazas and within walking distance of transit stations.
- c) Encourage a broad range of dwelling sizes, including market and affordable housing.
- d) As the number of residents increase, additional public parks as part of parkland dedication beyond the signature urban plazas may be required. Their design shall suit the scale and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments.
- e) Development shall not require minimum parking.
- f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:

- a) On March Road, engage visitors, residents and employees through the combination of right of way and elements within the front yard setback such as double rows of trees, lighting, signage, furniture, a variety of digital, interactive, and other forms of public art, and the definition provided by adjacent landscaping and buildings. This corridor will be enhanced overtime with the introduction of bus rapid transit, cycling lanes separated from vehicles, and over time replacing surface parking adjacent to the street.
- b) On Legget Drive, outside of nodes and if included in the development, small scale retail, cafés, restaurants and other services are desirable at grade level and should be oriented to the street level with housing above. Create a complete street cross-section with sidewalks, street trees, cycle tracks and streetscaping. On-street parking should be facilitated.
- c) Outside of nodes, building heights should generally be up to mid-rise height. The minimum height shall be two storeys.
- d) Locate buildings close to each other and to the front of the street to encourage continuous frontage and ease of walking between buildings and to public transit. Encourage distinctive corner treatments of the buildings at intersections.



- e) In circumstances where there are through lots with frontage on both streets, the building placement should favour Legget Drive since it is better positioned to evolve to a more pedestrian friendly walkable environment. Where lots are deep enough to have buildings on both frontages, the site design should not preclude the placement of a buildings at a later date on March Road. In cases where Legget Drive is favoured, and there is no building on March Road, improve the frontage through elements such as public art, landscaping, street trees.
  - f) On both streets, the quality of the design of the spaces along public sidewalks is a priority and internal publicly-accessible pedestrian walkways, particularly those that lead to and from planned rapid transit stations and to building entrances are required.
  - g) Consider new connections to reduce the block length including exploring one or more new intersections between Solandt/March Road and Terry Fox/March Road.
  - h) Development shall not require minimum parking. Discourage and phase out visible parking from March Road and Legget Drive. Where new surface parking lots are unavoidable, they shall be located to the rear of buildings or in the block interior and not between the public right-of-way and the functional front of the building. For buildings on corner sites, parking lots shall not be located on an exterior side.
- 6) The following applies to the land within the district outside nodes, March Road and Legget Drive:
- a) Land uses should generally be focused on employment uses such as office and light industrial uses, research facilities, and post-secondary institutions as well as ancillary uses;
  - b) Building heights up to mid-rise will generally be permitted.
- 7) The policies below will guide the review of development applications:
- a) The design of the site will be assessed on its own merits to determine the contribution of one or more of one of the following: new pathways, walkway blocks, sidewalks, active transportation corridors and linkages to improve connectivity throughout the district, to nodes, planned rapid transit stations on March Road, surrounding neighbourhoods, Trillium Woods and the Greenbelt.
  - b) Vertical mixed-use is encouraged, for example commercial at street level, institutional on lower levels and housing above.
  - c) Appropriate transitions in building height will be provided where high-rise, mid-rise or low-mid-rise buildings abut established low-rise residential areas.
  - d) Blank walls along streets are prohibited. Buildings should be street-oriented with entrances facing the street, highly transparent ground-floor façades and site design should integrate pedestrian-oriented features such as shade trees, bike/scooter racks, outdoor patios and street furniture.
  - e) Direct parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
  - f) Reduce parking by promoting shared parking within adjacent properties, accommodating on-street parking and providing stacked, underground parking, or above ground levels that are lined with active uses. Where surface parking is provided, integrate shaded landscaped pathways that connect pedestrians across the entire site to the main entrance.

g) Where redevelopment occurs adjacent to Kizzel Creek and Shirley's Brook watercourses, appropriate setback distances should be maintained with naturally occurring conditions within the riparian area and introduce pathways where possible.

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

- a) A specialized design review process should be established for further work on an urban design and placemaking framework
- b) Concept plans with respect to development patterns, location of proposed land uses including retail, building density and heights
- c) Connectivity studies to examine where active transportation linkages are needed.
- d) Shared parking or other possible solutions such as autonomous vehicles will be explored.
- e) An area parks plan to identify parks requirements based upon the maximum potential for development anticipated
- f) A cost sharing agreement between landowners to allocate the costs of associated studies and improvements.

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

10) The Kanata North Economic District may be a candidate area for a Community Planning Permit System.



# Section 7.

## Greenspace Designation

Photo by: City of Ottawa





## Section 7. Greenspace Designation

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa's residents, support biodiversity, climate resilience, recreation, and healthy living.

Sub-designations are used to denote the different types of Greenspaces, based on their various functions. Lands owned by partner agencies such as the National Capital Commission, local Conservation Authorities, and other public bodies contribute to the richness and extent of the city's Greenspaces and are included in this Plan. Privately owned Greenspaces, while not publicly accessible, are still valued for their ecosystem services and are also included in this Plan.

The policies in this section outline the City's intent to protect its Greenspaces and their various functions. Access to public Greenspaces will be preserved and enhanced where possible, especially in the urban area. In some cases, however, access to certain types of Greenspaces may be restricted due to concerns for public safety or environmental sensitivity.

### WHAT WE WANT TO ACHIEVE

- 1) Provide convenient, inclusive access to a variety of Greenspaces across the city.
- 2) design and animate certain types of publicly owned Greenspace to enhance their contributions to healthy, active communities.
- 3) Protect the ecosystem services of natural features and recognise their role in building resilience to future climate conditions.



Photo by: City of Ottawa

## 7.1 Provide convenient, inclusive access to a variety of greenspaces across the city.

1) Urban and rural Greenspaces are shown on Schedule B. These Greenspace designations consist of sub-designations which appear on Schedule C9 (for the urban area) and include:

- a) Parks;
- b) Open Spaces;
- c) Urban Natural Features;
- d) Significant Wetlands;
- e) Natural Environment Areas; and
- f) Conservation Areas.

2) Only greenspace of 3.2 hectares or larger appears on Schedule B. Smaller areas of greenspace may appear on Schedules C9, in Secondary Plans, in the Parks Master Plan, and in the Urban Forest and Greenspace Master Plan as appropriate.

3) Lot creation shall not be permitted within the Greenspace designation and associated sub-designations, to protect and maintain their overall quality and character.

4) Public access and connections to Greenspaces shall be facilitated and enhanced wherever possible through the following mechanisms:

- a) Secondary, Community Design and Site-specific Master Plans shall refine priorities for the securement of land for specific greenspace purposes;
- b) Acquisition, conveyance or dedication of new Greenspaces through the development review process;
- c) Pursuing opportunities for public access and enhancing urban forest canopy cover, where appropriate, in the design of transportation corridors, infrastructure, and other municipal facilities as directed in other sections of the Official Plan and capital budget processes;
- d) Permitted activities, for example ancillary uses, as directed by policies in other sections of this Plan;
- e) The sale or disposal of municipally owned Greenspace shall not be supported where:
  - i) It includes a natural heritage feature or is part of the Natural Heritage System;
  - ii) There is no demonstrated public benefit, either locally or city-wide;
  - iii) There is no equivalent amount of greenspace land provided to complement the existing supply of greenspace in the surrounding area;
  - iv) The potential exists to utilize the land for existing or future pathway connections;
  - v) Public access to a waterway or other Greenspace component would be removed or restricted;
  - vi) A culturally significant landscape at the local or city-wide scale would be adversely affected; or
  - vii) There is unevaluated archeological potential.

5) To promote tourism and to provide convenient, inclusive access to large areas of public greenspace, the City shall support the improvement of public Greenspace destinations in proximity to the following existing and proposed rapid transit stations: Bayview, Lincoln Fields, Moodie,



Barrhaven Town Centre, Carling, Carleton, Leirtrim, Hurdman, Blair, Montreal, and Trim. Such improvements:

- a) Should include the necessary amenities to support day use, including accessible washrooms and drinking water wherever possible; and
- b) May include small-scale commercial activities as ancillary or temporary uses at entry points.

6) Parks comprise a vital component of Ottawa's Greenspace and make a critical contribution to its quality of life. The policies for Parks appear in Section 4.4 of the Official Plan.

7) Open Spaces provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:

- a) Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan's goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development; and
- b) Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, Secondary Plans or Community Design Plans, and the Zoning By-law as appropriate.

## 7.2 Design and animate certain types of publicly owned greenspace to enhance their contributions to healthy, active communities

1) The City may permit art and cultural activities, including temporary or permanent art installations, in any City-owned urban Greenspace, subject to such restrictions and conditions as it deems reasonable.

2) The City shall collaborate with the Algonquin Anishinabe Host Nation and the National Capital Commission on respectful inclusion and representation of Algonquin Anishinabe, First Nations, Inuit, and Metis people's culture and heritage in urban greenspace. This will include the identification and development of a safe and secure outdoor space(s) for Indigenous ceremony in Ottawa, hosted and facilitated by the Algonquin Anishinabe Host Nation.

## 7.3 Protect the ecosystem services of natural features and recognize their role in building resilience to future climate conditions

1) Urban Natural Features are publicly owned urban natural areas that are managed for conservation or passive leisure uses. The following shall apply:

- a) Development and site alteration are prohibited in Urban Natural Features;
- b) Permitted uses in Urban Natural Features are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; agricultural operations established prior to May 2003; and forestry as defined in the *Forestry Act*;
- c) Notwithstanding the prohibition on development and site alteration, the City, at its discretion, may allow pathways and stormwater infrastructure within Urban Natural Features, where such pathways and infrastructure will not adversely affect the natural characteristics of the areas or their ecosystem services;

- d) The City may allow amenities and small-scale commercial operations as ancillary or temporary uses in Urban Natural Features for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;
- e) Development and site alteration within 30 m of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services;
- f) Where Urban Natural Features are privately owned, public use and access to these lands for any purpose requires the consent of the owner; and
- g) Urban Natural Features do not form part of parkland dedication.

2) The Significant Wetlands designation protects provincially significant wetlands and their ecosystem services. The following shall apply:

- a) Within six months of the identification or revision of a provincially significant wetland by the Province of Ontario, the City shall initiate an Official Plan Amendment to designate the wetland area as Significant Wetland;
- b) The City shall consider the identification or revision of a *provincially* significant wetland by the Province in any applicable *Planning Act* process;
- c) Council may consider exceptions to the designation of new significant wetlands where the lands have current approvals under the *Planning Act* or are licensed under the *Aggregate Resources Act*;
- d) Development, lot line adjustments and site alteration are in Significant Wetlands;
- e) Permitted uses in Significant Wetlands are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; agricultural operations established prior to May 2003; and forestry as defined in the *Forestry Act*;
- f) The City shall permit a single-detached dwelling and accessory buildings on lots existing as of May 2003, where the lot fronts on an open, maintained, public road, and where a dwelling is permitted in the Zoning By-law. Where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing shall occur outside the boundary of the feature to the greatest extent possible on the lot, disturbance of the natural feature shall be minimized, and a Conservation Authority permit shall be required;
- g) Development and site alteration within 120 m of the boundary of a Significant Wetland must demonstrate no negative impacts on the natural features or their ecosystem services within the area;
- h) Where Significant Wetlands are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner; and
- i) Significant Wetlands do not form part of parkland dedication.

3) The Natural Environment Areas designation protects larger natural areas with multiple, overlapping natural heritage features and functions. The following shall apply:

- a) Development lot line adjustments and site alteration are prohibited in Natural Environment Areas;
- b) Permitted uses in Natural Environment Areas are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; agricultural operations established prior to May 2003; forestry as defined in the *Forestry Act*; and renewable energy generation,

subject to demonstration that the use will not compromise the character, form, and ecological functions of the area;

c) The City may permit amenities and small-scale commercial operations as ancillary or temporary uses in Natural Environment Areas for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;

d) The City shall permit a single-detached dwelling and accessory buildings on an existing lot of record, which has open, maintained, public road frontage. The building shall be subject to site plan. Where new construction occurs on a lot that lies partially within the boundaries of a designated area, the new construction and on-site servicing shall be located outside the boundary of the area to the greatest extent possible on the lot and disturbance of the natural area will be minimized;

e) Development and site alteration within 120 m of the boundary of a Natural Environment Area must demonstrate no negative impacts on the natural features or their ecosystem services within the area;

f) Where Natural Environment Areas are privately owned, public use and access to these lands for any purpose requires the consent of the owner;

g) Where land designated Natural Environment Area is privately owned, the City shall acquire the land at the request of the landowner, in keeping with the City's acquisition policies;

h) The City may lease portions of Natural Environment Areas to another party for a permitted use, having regard for the interests of adjacent landowners and in accordance with other objectives and policies in this section;

i) The City may adjust the boundaries of Natural Environment Areas to reflect their features and functions based on new information as it is obtained. Where boundary adjustments impact Provincial Areas of Natural and Scientific Interest, the agreement of the Ministry shall be required; and

j) Natural Environment Areas do not form part of parkland dedication.

4) The Conservation Area designation identifies provincial parks, Conservation Authority properties, and other lands which are identified or protected through separate legislation, regulation, or convention for conservation, sport, recreation, leisure and cultural facilities, but does not include the National Capital Greenbelt. Examples include Fitzroy Provincial Park, the Baxter Conservation Area, and the Beckett Creek Migratory Bird Sanctuary.

5) Where a Conservation Area is not subject to other land-use policies established under Federal or Provincial legislation and regulations, the policies for Natural Environment Areas shall apply.



# Section 8.

## Greenbelt Designations

Photo by: City of Ottawa



## Section 8. Greenbelt Designations

The Greenbelt is comprised of approximately 20,000 hectares of land, most of which is owned by the National Capital Commission. It is made of lands that are considered natural environment areas such as significant wetlands and Areas of Natural and Scientific Interest (ANSI) and rural and Prime Agriculture lands, and provides for a range of range of cultural and economic activity such as public and private sector employment, recreation, cultural creative industries, and tourism institutions, and services like the Queensway-Carleton Hospital. The Greenbelt also supports major transportation infrastructure like the City's rapid transit system, major arterials and Highways 416 and 417.

### 8.1 Ensure resilience by protecting lands that are designated as Greenbelt

1) The Greenbelt is identified as a transect area on Schedule A of the Official Plan. Within this transect are designations identified on Schedule B4 that are specific to this transect area while others are also found throughout other transect areas, such as:

- a) Lands designated Greenbelt Rural are shown on Schedule B4; and
- b) Lands designated as Greenbelt Facility are shown on Schedule B4.

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

1) The policies for the Greenbelt Transect Area implement the provisions of the Greenbelt Master Plan, prepared by the National Capital Commission.

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

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

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

#### WHAT WE WANT TO ACHIEVE

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



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

## 8.4 Ensure development is compatible with the surrounding area and maintains the landscape characteristics of the Greenbelt



1) Notwithstanding policies related to the Agricultural Resource Area designation, lot creation shall not be permitted on lands designated as Agriculture Resource Areas located within the Greenbelt Transect Area shown on Schedule B4.

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

3) Within lands designated Greenbelt Rural, the following provisions apply:

- a) The permitted uses are forestry, recreation amenities, and small-scale commercial uses such as bed and breakfasts and markets. Farming and farm-related uses such as tourism and farm-gate sales are also permitted;
- b) Lot creation is not permitted;
- c) Notwithstanding (b) above, infill development, including lot creation, is permitted in the historical settlements of Ramsayville, Blackburn Station and Burkes Settlement. New lots or lot line adjustments shall not be considered where they extend the existing settlements in length, width, or depth; and
- d) Lands designated Greenbelt Rural located adjacent to lands designated Greenbelt Facility may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Facility designation, provided the ancillary uses have limited employment associated with them.

4) The permitted uses in Greenbelt Facility are institutional, cultural- including creative cultural industries, recreation amenities, office and research, where:

- a) The buildings and structures, site design, and programs respect the Greenbelt's natural and rural character;
- b) The grounds surrounding such facilities are used for farming, forestry, conservation, recreation, resource management, or other uses compatible with the rural character of the Greenbelt;
- c) The use requires extensive open area, isolation, or a rural environment to operate in, unless the use is accessory to a primary use; and
- d) The use does not generate excessive traffic or exceed 100 employees except in the following cases:
  - i) Carling Campus, 3500 Carling Avenue: 8,000 employees
  - ii) Shirley's Bay Campus, 3701 Carling Avenue: 700 employees
  - iii) Connaught Range and Primary Training Centre, 11 Shirley Boulevard: 200 employees
  - iv) Ottawa Soundstage Complex, 1740 Woodroffe Avenue: 500 employees

5) An amendment to the Official Plan to designate lands as Greenbelt Facility, or to increase the employment levels set out in policy 4(d) above, shall only be considered where:

- a) There is a clear demonstration that any proposed new facility can only be located within the Greenbelt and nowhere else, for national security or military reasons, or in exceptional cases where a Greenbelt location provides the isolation that is necessary to the very nature of the operation of the proposed facility;
- b) The location of the proposed development does not trigger the need for changes to the existing road network, or where it does, that all such changes are entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance;
- c) The location of the proposed development does not trigger the need for changes to existing transit services, or where it does, that all such changes are limited to street transit operations and are entirely funded by the proponent, including the provision of additional transit vehicles and annual funding for the operation of street transit at a level of service that matches or exceeds the mode share target set out in the Transportation Master Plan for the area in question, or a site-specific mode share target as may be determined by a Transportation Impact Assessment Study in support of the development;
- d) The location of the proposed development does not trigger the need for changes to municipal water and wastewater services, or where it does, that all such changes are entirely funded by the proponent, including the provision of ongoing annual funding for operations and maintenance; and
- e) If the location requires the provision of private water and wastewater services, that such services can be provided in a safe manner and without any adverse impacts on any surrounding private water or wastewater systems.

# Section 9.

## Rural Designations



Photo by: City of Ottawa





## Section 9. Rural Designations

### 9.1 Agricultural Resource Area

Farmland accounts for approximately 40 per cent of Ottawa's rural area and is required by the Provincial Policy Statement to be protected for long-term use. These lands are comprised of Class 1, 2, and 3 soils, as identified through a Land Evaluation and Area Review (LEAR) study. Lands designated Agricultural Resource area may also include other classes of soil in order to recognize that they are part of a greater system. Ottawa's agri-economy is a mix of cash crop and livestock across approximately 1000 farm holdings and is a valuable industry which plays an important role to ensuring food security in the region.

#### 9.1.1 Protect farmland from uses that would impede productive farming operations

1) Lands designated as Agricultural Resource Area are shown on Schedules B4 and B8.

2) The City shall preserve Agriculture Resource Areas from development. Any consideration for the removal of land from an Agricultural Resource Area designation to allow for urban or village expansion shall take place only if it is demonstrated, through a comprehensive review undertaken by the City and addressing the matters required by the Provincial Policy Statement, that there are no other options to accommodate urban growth, including increasing regeneration targets, and the land is required for the expansion of an existing settlement area or identification of a new settlement area in the event of unforeseen or extraordinary rates of population growth.

3) Official Plan amendments for the removal of land from an Agricultural Resource Area designation, outside of a comprehensive review, and that does not constitute urban or village expansion, shall only be considered where it is demonstrated that the land does not meet the requirements for an Agricultural Resource Area through:

- a) A municipal-wide Land Evaluation and Area Review (LEAR); or
- b) An area-specific assessment, where the area assessment is 250 hectares, or where the boundaries of less than 250 hectares are agreed to by the City, that demonstrates:
  - i) Based upon new information, related to one or more LEAR factors, the lands are not part of a prime agricultural area; and
  - ii) Any re-designation avoids the potential for adverse impacts to any adjacent agricultural land and operations, or if unavoidable, such adverse impacts are mitigated to the extent feasible.

#### WHAT WE WANT TO ACHIEVE

- 7) Protect farm land from uses that would impede productive farming operations
- 8) Support diversification of farming operations to increase local supply of value-added goods
- 9) Support agriculture-related uses to keep services needed by the farming community close to market

### 9.1.2 Support diversification of farming operations to increase local supply of goods and services in the rural community

1) On lands designated as Agricultural Resource Area, a variety of types, and intensities of agricultural uses and normal farm practices are be permitted and shall be consistent with Provincial guidelines related to uses and practices in prime agricultural areas.

2) On-farm diversified uses and agriculture-related uses that are compatible with and do not hinder surrounding agricultural operations are permitted subject to limitations on size, scale, and location on the property as determined by the Zoning By-law. A Zoning By-law amendment is required for any increase to the permitted size of an on-farm diversified or agriculture-related use.

3) New mineral aggregate extraction operations may be permitted as an interim use in the Agricultural Resource Area designation subject to an area-specific policy in Volume 2 of this plan and only where the provisions of Section 2.5.4.1 of the Provincial Policy Statement and Section 10.4 of this plan have been addressed. Wayside pits and quarries, portable asphalt plants and portable concrete plants are permitted subject to Section 10.7 of this plan.

### 9.1.3 Support agriculture-related uses to keep services needed by the farming community close to market

1) Residential uses in Agricultural Resource Areas shall be permitted either in the form of:

- a) Farm housing; or
- b) As a detached dwelling on a lot fronting an existing public road; and/or
- c) Accommodation for full-time farm labour when the size and nature of the operation requires additional employment. Accommodations may be located on the same lot as the farmhouse and shall be removed once the farm help is no longer required; and
- d) The City may require that the farm operator enter into an agreement which ensures that accommodations for farm help are removed once no longer needed.

2) Additional dwelling units may be restricted on lots containing a farm surplus dwelling.

3) The City shall permit lot line adjustments in Agricultural Resource Areas for legal or technical reasons, which do not result in the creation of a new lot, except when:

- a) The new lot contains an existing dwelling and may also contain accessory buildings, made surplus through farm consolidation; and
- b) as a condition of severance, the retained lands are zoned to prohibit residential uses; and
- c) The severed lot is of a size that minimizes the loss of agricultural land and can be adequately serviced;

4) Applications shall only be considered for Consent to Sever a farm surplus dwelling after the purchase of the lands to be consolidated by the farm operator or where a legally binding agreement of purchase and sale is demonstrated.



5) Where the lands containing a surplus dwelling and accessory buildings are abutting the main farm property, the recommended method of separation of the surplus dwelling from the land is the use of a boundary line adjustment between the two properties to avoid the creation of a new lot.

6) The creation of lots for the purpose of agriculture-related uses shall be permitted in areas of poor soils where all of the following criteria are met:

- a) The Zoning By-law permits the use prior to the approval of a consent to sever application;
- b) The soils have a capability rating for agriculture predominantly of Class 4 or poorer as determined from the soils maps of Ottawa;
- c) The land is part of an identified poor pocket of at least 10 hectares in area and is identified on the City of Ottawa's soil mapping;
- d) The land is not being used or capable of being used as part of an adjacent existing agricultural operation;
- e) The proposed new lot has frontage on a public road;
- f) The proposed new lot shall be limited to a minimum size needed to accommodate the use to ensure the minimal loss of prime agricultural land; and
- g) As a condition of severance, the lot shall be zoned to prohibit residential uses.

7) The City shall permit the severance of a lot creating a new farm holding that will be used exclusively as an agricultural operation, provided that both the retained and severed parcels of land are no less than 36 hectares each, to maintain flexibility for future changes in the type and size of agricultural uses.

## 9.2 Rural Countryside

The rural countryside is made up of a variety of low intensity uses such as farming, small-scale industries, and tourism such as golf courses or bed and breakfasts. The rural countryside also contains clusters of low-density residential units which pre-date this plan. The intent of this designation is to accommodate a variety of land-uses that are appropriate for a rural location, limiting the amount of residential development, and support industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved.

### WHAT WE WANT TO ACHIEVE

- 1) Protect and enhance rural character
- 2) Support and strengthen the role of Villages as rural centres and points of service
- 3) Limit the fragmentation of rural lands and ensure the preservation of health

### 9.2.1 Protect and enhance rural character

- 1) Lands designated as Rural Countryside are shown on Schedule B8.

### 9.2.2 Support and strengthen the role of Villages as rural centres and points of service

- 1) The Zoning By-law shall permit the following uses on lands designated as Rural Countryside:
  - a) Forestry and conservation, and natural resource management activities;
  - b) Agriculture, agriculture-related, and on-farm diversified uses;
  - c) Wineries, Cideries, Breweries, or Distilleries where the majority of ingredients are sourced locally;
  - d) Residential uses on existing lots of record created by severance that exist as of the date of adoption of this plan;
  - e) Residential uses within existing country lot subdivisions or where applications for a country lot subdivision was received and deemed complete prior to December 31, 2009;
  - f) Animal services boarding, breeding, and training, and equestrian establishments;
  - g) Bed and breakfasts; and
  - h) Utility Installations.
- 2) Subject to a Zoning By-law amendment, the following uses may be permitted on lands designated as Rural Countryside:
  - a) Outdoor recreational and tourism uses, campgrounds, and sports fields, unless considered to be a major facility as defined by this plan;
  - b) Small scale light industrial and commercial uses where all of the following criteria are met:
    - i) The uses serve nearby residents and the travelling public, such as restaurant, gas station, personal service, or motel;
    - ii) The lands have frontage on a major arterial road;
    - iii) The lands are located beyond 1 km of an urban or village boundary;
    - v) The lands are not adjacent to lands designated as Agricultural Resource Area;

- vi) The development can be supported by services available according to applicable Provincial regulations;
  - vii) The size does not exceed 300m<sup>2</sup> of cumulative total gross leasable floor area on a lot; and
  - viii) The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access, mitigate incompatibilities with adjacent residential uses, and to be compatible with rural character and landscape.
- c) Institutional uses such as places of worship, medical facilities and post-secondary institutions, but not K-12 schools, where:
- i) It is demonstrated that lands within the Villages or Urban Boundary are insufficient or inappropriate, or there is a specific need to locate in the rural area;
  - ii) The development can be supported by services available according to applicable Provincial regulations but will not place demand on the need to extend public services; and
  - iii) The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access and is compatible with rural character and landscape.
- 3) Any type of permitted development within 1 km of a Village or Urban Boundary will be reviewed to ensure that it shall not impede the expansion of a Village or Urban Boundary. When reviewing development within 1 km of a Village or Urban Boundary, all of the following shall be considered:
- a) The use is a compatible use for a village or urban area;
  - b) The development has frontage on an existing public road;
  - c) The site shall consider future sidewalk connections and be designed to accommodate these along with street trees in the future; and
  - d) The use can be adequately serviced by on-site systems and will not place demand on the extension of public services for any reason including fire suppression or contaminated groundwater.

### 9.2.3 To limit the fragmentation of rural lands and ensure the preservation of health

- 1) In the case of non-residential uses, for the creation of three or more lots in a three-year period, development shall be by plan of subdivision.
- 2) Where the creation of less than three lots is proposed for a non-residential use, the Zoning By-law shall permit for the non-residential uses prior to the application for a consent to sever, and the City may require an amendment to the Zoning By-law to prohibit residential uses as a condition of severance.
- 3) Lot creation for the purpose of residential uses is prohibited except in the following circumstances:
  - a) A maximum of two lots can be created from any lot in existence on May 14, 2003;
  - b) The lot shall not be created from a lot within a registered plan of subdivision unless all of the following conditions are met:
    - i) The minimum size of the severed and retained lots are no less than 0.8 hectares;
    - ii) The retained and severed lots can be adequately serviced;

- iii) It is demonstrated that the creation of any new lot shall not adversely affect the water and wastewater systems of adjacent developments; and
- iv) The development is supported by sufficient water quality and quantity.
- c) The retained lands shall have a minimum of 10 hectares unless the lot is within a historical settlement;
- d) The severed lot shall be a minimum of 0.8 hectares, unless within a historical settlement, and may be required to be larger to ensure it can be adequately serviced in a way that will not adversely affect the quality and quantity of groundwater or safe operation of wastewater systems;
- e) A lot that is within a historical settlement, where the minimum lot size shall be consistent with adjacent lots, where the lot shall not extend the settlement area in length, width, or depth, and where it shall be adequately serviced without adversely impacting existing private services on adjacent lots;
- f) The lot has frontage on a public road and shall not access a Provincial highway. Where the lot has frontage on an arterial road and a collector or local road, the proposed lot shall not be accessed from the arterial road;
- h) The new lots shall comply with minimum distance separation formulae, in accordance with provincial regulations;
- i) The lot(s) shall not impact on lands designated for mineral aggregates extraction and shall meet policies related to mineral extraction reserves and operations; and
- j) All development on the lot shall be restricted to areas away from mature vegetation or natural features, and a development agreement may be required as a condition of severance to ensure the protection of these natural features.

## 9.3 Rural Industrial, Freight and Storage

Lands designated as Rural Industrial, Freight and Storage Area are intended to support uses that are not suitable in the Urban Area or Rural Countryside due to the requirements for large areas of land or separation from their noxious activity. These uses provide for a full range of activities across multiple industry sectors, which include warehouse, distribution, light and heavy industrial uses, and small offices. Rural Industrial, Freight and Storage Areas are served by arterial roads, most of which are located in close proximity to 400 series Highway Interchanges to facilitate the efficient movement of goods while limiting disruption to local rural traffic. This designation is considered an Employment Area for the purposes of the Provincial Policy Statement.

### WHAT WE WANT TO ACHIEVE

- 1) Permit a range of industrial activity and functions to make the best use of rural locations
- 2) Maintain clusters of industrial uses to reduce incompatibilities with the goods movement area

### 9.3.1 Permit a range of industrial activity and functions to make the best use of good movement locations

- 1) Rural Industrial, Freight and Storage Areas are designated on Schedule B8 and are located along arterial roads and in close proximity to Highway interchanges
- 2) Development on lands designated as Rural Industrial, Freight and Storage Area shall consider the following:
  - a) Building design, Site layout and landscape in a way that maintains and enhances the rural identity and feel of the area in which such development takes place;
  - b) Appropriate screening from public roads and adjacent properties using natural vegetation, preferably existing vegetation where possible;
  - c) Outdoor amenity areas for employees and landscaping that supports the City's tree canopy targets;
  - d) Accesses are designed to minimize hazards between the road on which the development fronts and its vehicular points of access;
  - e) The size of the proposed workforce, where if the size exceeds 100 people per shift, transportation arrangements that will minimize the number of private vehicles required by the workforce to access the site shall be considered and demonstrated as a condition of site plan approval; and
  - f) Servicing where new development shall be supported by individual wells and septic systems unless the City agrees to the development of a number of sites on the basis of a small water and wastewater system in conformity with the policies in this Plan.
- 3) All new development proposed within the Ministry of Transportation's permit control area shall manage driveway access proximity to the interchange that is in keeping with the Ministry's Access Management Guidelines.



4) Severances in Rural Industrial, Freight and Storage Areas are permitted; however, large lots of sufficient size to accommodate uses associated with goods movement and storage shall be the dominant size within each designation area and any smaller lots should be located in a manner that shall not limit the development of an industrial subdivision.

5) Lands designated as Rural Industrial, Freight and Storage Area located on Carp Road are subject to the policies of the Carp Road Corridor Area Specific Policy Area.

6) Development on lands designated Rural Industrial, Freight and Storage Area shall be limited to operations that employ a workforce of a size that will not generate the need for any change to the municipal roadway or transportation network, based on appropriate transportation studies. Any development must also demonstrate options for transportation such as carpooling or other shared service that mitigate the need for a personal vehicle and on-site parking.

### 9.3.2 Maintain clusters of industrial uses to reduce incompatibilities with the rural area

- 1) The following uses are permitted in Rural Industrial, Freight and Storage Areas
  - a) Heavy and light industrial uses, such as value-added processing, fabrication, manufacturing, equipment and supply centres, machine and vehicle sales and servicing, landscape and construction yards, nurseries;
  - b) Transportation, distribution, warehouse and large-scale storage operations;
  - c) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or waste transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs; where they shall not be located adjacent to a highway unless suitable screening and landscaping are provided; and
  - d) Commercial uses that primarily provide services to employees of the Rural Industrial, Freight and Storage Area or the travelling public such as a restaurant, gas station, a retail store up to 300 m<sup>2</sup> of gross leasable space, or similar uses. A commercial use involving the display and sale of products manufactured or warehoused on the site are permitted provided that the retail floor space does not exceed the greater of 300 m<sup>2</sup> or 25 per cent of the gross floor area of the building.
- 2) Residential, institutional and other sensitive uses that would conflict with or be negatively affected by the operations of these industrial uses are prohibited.

## 9.4 Village

Villages play an important role to the vitality and identity of the rural area. There are 26 Villages located throughout the city's rural area which are identified on Schedule B8. These villages range in land size and population. Some villages enjoy municipal services, water and/or wastewater, while others are serviced privately. The majority of development within the rural area occurs within villages in order to reduce conflicts with other uses such as agriculture, mineral extraction, rural industrial, and areas of natural significance. The City will support the health and liveability of village communities with sustainable growth practices, by supporting small-medium enterprises that support the local community and boost tourism, large industries in strategic locations, and diversify housing where servicing is permissive.

### WHAT WE WANT TO ACHIEVE

- 1) Consider villages as rural communities that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced
- 2) Ensure all development maintains rural and village character

#### 9.4.1 Consider villages as rural communities that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced

- 1) Villages are designated on Schedule B4.
- 2) The intensity and distribution of land-uses within a village shall be determined by:
  - a) A Secondary Plan in Volume 2; and
  - b) The ability to support development on private water and wastewater services or on municipal services where such services exist.

#### 9.4.2 Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village

- 1) The following are generally permitted uses within Villages unless otherwise prescribed by a Secondary Plan:
  - a) Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;
  - b) Retail and commercial uses limited in size and scale
  - c) institutional uses such as schools, care facilities, recreation and community facilities and places of worship;
  - d) Community gardens, market gardens, and farmers markets; and
  - e) Small scale craft manufacturing of food, beverages and goods for sale.

2) The following are uses that are prohibited within Villages unless otherwise prescribed by a village Secondary Plan:

- a) Heavy industrial uses that could negatively impact nearby residential uses with noise, vibrations, dust fumes, groundwater contamination, and/or heavy equipment movement;
- b) Outdoor storage fronting a street; and
- c) New drive-through facilities and commercial parking lots in core areas.

3) The City will advocate for changes to provincial guidelines to make it easier to develop multi-family residential units in Villages so that, in particular, people who need to live in supportive housing can stay in the Villages and not have to relocate to other areas of the City.



Photo by: City of Ottawa



# Section 10.

## Protection of Health and Safety

Photo by: City of Ottawa



## Section 10. Protection of Health and Safety

Environmental conditions, whether naturally occurring or not, can result in hazards to human life or health and damage or loss of value to property. These environmental conditions or constraints to development may be natural hazards such as flood plains and unstable soils, or hazards that result from human activity including contaminated sites, mine hazards, and land affected by noise. These conditions include current hazards as well as future hazards anticipated as a result of climate change. This Plan includes measures to protect people and property from the impacts of these natural and human-made conditions.

In general, development shall be directed away from areas of natural or human-made hazards, where there is an unacceptable risk to health or safety or of property damage, and shall not create new, or aggravate existing, hazards.

### WHAT WE WANT TO ACHIEVE

- 1) Prevent injury, loss of life and property damage from flooding and other natural and human-made hazards
- 2) Minimize Incompatible Land-Uses
- 3) Build resiliency to the impacts of extreme heat
- 4) Enhance personal security through design

### 10.1 Prevent injury, loss of life and property damage

#### 10.1.1 Natural Hazards: Flooding Hazards and Erosion Hazards

Flood plain boundaries are determined in consultation with the Mississippi Valley, Rideau Valley, and South Nation Conservation Authorities, with adherence to relevant policies and guidelines. The boundaries of the flood plain are shown on the flood plain overlay in the Zoning By-law. Lands in the flood plain are subject to regulations under Section 28 of the *Conservation Authorities Act*, Official Plan policies and zoning provisions in the Zoning By-law. Official Plan policies for flood plains also apply to areas where flood plains exist but are not mapped by the conservation authorities or identified as flood plain in the Zoning By-law. Proponents may be required to undertake necessary studies as part of the development review and approvals process to delineate the extent of the natural hazards in these instances.

Erosion hazards are areas that have been or may be subject to the loss of land, due to human or natural processes, and also be adjacent to river, stream and small inland lake systems.

- 1) Development shall generally be directed to areas outside of flood plains and erosion hazards.



- 2) Revisions to the flood plain overlay in the Zoning By-law, or regulation limits in secondary plans or area-specific policies, may be implemented without the need for an Official Plan Amendment, when site-specific geodetic elevation information prepared by an Ontario Land Surveyor has been accepted by the appropriate conservation authority, or when the City is undertaking updates to the flood plain overlay in the Zoning By-law and concurrence from the appropriate conservation authority has been received.
- 3) A requirement for flood plain studies, in support of a development application will be identified in consultation with the City and the appropriate conservation authority. Flood plain studies, submitted to the City, as part of the development review process, shall be supported by appropriate engineering and environmental studies.
- 4) Development shall not be permitted to locate in the flood plain or in an erosion hazard area where the use is an institutional use, essential emergency service or is associated with the disposal, manufacture, treatment or storage of hazardous substances as identified in provincial policy or provides outdoor industrial storage.
- 5) Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during flooding, an erosion event or other emergencies.
- 6) Notwithstanding Policy 5, development and site alteration may be permitted if it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. In such cases, the following uses may be permitted:
  - a) Facilities which by their nature shall locate in the flood plain, such as bridges, flood and/or erosion control works or minor additions or passive open spaces, which do not affect flood flows;
  - b) Minor additions and/or renovations to existing structures, which do not affect flooding, meet appropriate floodproofing requirements and are approved by the appropriate conservation authority;
  - c) The replacement of a dwelling that was in existence at the date of adoption of this Plan, with a new dwelling where:
    - i) The new dwelling is generally the same gross floor area as the existing dwelling, and where the new dwelling is in a location on the lot that has lower flood risk;
    - ii) The new dwelling, in conjunction with any site alteration does not result in a negative effect on flooding; and
    - iii) The new dwelling and any associated site alteration shall meet the appropriate floodproofing requirements and be approved by the appropriate conservation authority.
  - d) Passive open spaces which do not affect flood flows; and
  - e) Uses permitted in the flood fringe or areas of reduced risk in accordance with Policies 1 through 5 in Two-Zone Flood Plain Policy Areas below.
- 7) Notwithstanding Policy 5, site alteration is permitted in the flood plain in certain circumstances subject to approval being received under the *Conservation Authorities Act*.

### 10.1.2 Two-Zone Flood Plain Areas and Areas of Reduced Flood Risk

1) Where a conservation authority has identified a flood plain as a Two-Zone Flood Plain Area the flood plain shall be divided into two zones: the floodway and the flood fringe. The floodway is the inner portion of the flood plain that is required for the safe passage of flood flow where flood depths and/or velocities pose a threat to life and/or property damage. The flood fringe is the outer portion of the flood plain. In Two-Zone Flood Plain Areas, the floodway shall be subject to the flood plain overlay in the Zoning By-law. The use of the two-zone concept may allow for some new development within the identified flood fringe areas of the flood plain that can be safely developed with no adverse impacts. Areas of reduced flood risk are areas in the flood plain that are protected by flood control structures but would experience flooding if these structures fail or are overtopped.

2) The flood fringe and areas of reduced flood risk shall be subject to the Area-Specific Provisions in the Zoning By-law.

3) The City may consider the identification of additional Two-Zone Flood Plain Areas. This designation will normally be initiated by the City in consultation with the Conservation Authority and as part of a comprehensive land-use and watershed-based planning process. This would only be in areas of existing flood prone development, and provided all of the following are demonstrated through the appropriate technical studies:

- a) Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) Vehicles and people have a way of safely entering and exiting the area during flooding, an erosion even or other emergencies;
- c) New hazards are not created and existing hazards are not aggravated; and
- d) No adverse environmental impacts will result.

4) Development in a floodway shall be subject to Section 10.1.1, Policies 1 through 7 respecting flood plains.

5) Development and site alteration may be permitted in the flood fringe and an area of reduced flood risk, where the risk to public safety is minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) Development and site alteration are carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) Development and site alteration within the flood fringe should implement relevant floodproofing recommendations as per applicable City of Ottawa guidelines and standards for the Climate Change Flood Vulnerable Area;
- c) People and vehicles have a way of safely entering and exiting the area during a flood or erosion emergency or other emergencies;
- d) New hazards are not created, and existing hazards are not aggravated;
- e) No adverse environmental impacts will result;
- f) The proposed development is consistent with the policies of this Plan and all other applicable municipal by-laws; and
- g) Where approval under the *Conservation Authorities Act* has been obtained.

4) Development and site alteration under Policy 5 are required to be in accordance with the underlying Official Plan designation shown on Schedule B, provided that the conditions in Policy 5 are met to the satisfaction of the City and the relevant conservation authority.

5) To avoid an increased risk to life and property, lot creation, new coach houses, or the creation of a secondary units, shall not be permitted where all or part of the lot is within the flood fringe or in an area of reduced flood risk.

### **10.1.3 Areas Vulnerable to Flooding Under Climate Change**

1) The Climate Change Flood Vulnerable Area is the area between the regulatory flood plain and the climate change scenario flood limit. The City shall work with conservation authorities to identify areas vulnerable to flooding due to climate change:

- a) The area may be revised if the regulatory flood plain limit is amended to account for future climate change;
- b) The climate change flood vulnerable area shall be identified in secondary plans or other area-specific policies for future development or major re-development areas adjacent to regulated riverine systems; and
- c) The City may amend existing secondary plans or area-specific policies to include a flood vulnerable area.

2) To protect people and properties from future climate impacts, development and re-development within the climate change flood vulnerable area will be avoided where the use is an institutional use, essential emergency service or is associated with the disposal, manufacture, treatment or storage of hazardous substances as identified in provincial policy or provides outdoor industrial storage.

3) Development and site alteration within the climate change flood vulnerable area are required to implement relevant floodproofing recommendations as per applicable City of Ottawa guidelines and standards.

4) Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during a climate change flood event

### **10.1.4 Natural Hazards: Unstable soils or bedrock**

1) Development shall not be permitted to locate in areas with unstable soils or unstable bedrock where the use is an institutional use, essential emergency service or is associated with the disposal, manufacture, treatment or storage of hazardous substances as identified in provincial policy or provides outdoor industrial storage.

2) Notwithstanding Policy 1 above, for uses other than those listed in Policy 1, the City shall review applications for site plan, plan of subdivision, condominium and consent, using the following criteria:

- a) There is sufficient soils and engineering information (obtained using established standards and procedures) to confirm that the site is suitable or can be made suitable for development;

- b) Alterations to the site shall not cause adverse environmental effects, create a new hazard, or aggravate an existing hazard elsewhere; and
- c) People and vehicles have a way of safely entering and exiting the area during emergencies. or following an erosion event.

### 10.1.5 Natural Hazards: Wildland fire hazard

1) Development shall not be permitted within hazardous forest types for wildland fire, unless that development conforms to Provincial wildland fire assessment and mitigation standards.

### 10.1.6 Contaminated sites

The City shall ensure that development only takes place on sites where the environmental conditions are suitable for the proposed use in accordance with provincial legislation and regulations.

- 1) Required environmental site assessments, remedial or risk assessment / risk management activities and associated reports shall be completed in compliance with the Ontario Regulation (O. Reg.) 153/04, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by this regulation. Where required, the City may use the holding provisions of the *Planning Act* to ensure receipt of satisfactory verification of suitable environmental condition prior to development.
- 2) Phase One ESA reports shall include the City of Ottawa Historical Land-Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.
- 3) When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.
- 4) When the filing of a Record of Site Condition (RSC) is required, a copy of the RSC and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider an RSC as acknowledged by the Ministry when:
  - a) It has been confirmed that the RSC has passed the Ministry's audit; or
  - b) It has been confirmed that the RSC will not be audited by the Ministry.
- 5) For development proposals to expand or modify buildings on industrial-use properties, where contamination above the Ministry standards has been identified, the applicant shall provide either of the following documents:
  - a) A remediation report to confirm the removal of the contamination within the building footprint during construction; and/or

b) A risk assessment report from a qualified person that outlines the risk to construction workers and future occupants and concludes that there will be no unacceptable risks to the on-site receptors if the contaminated material is left in place.

6) Where contamination from the proposed property extends onto City-owned lands, the City may issue a building permit on a phased basis contingent on the execution and implementation of an off-site contamination management agreement that remediates and/or manages contamination in the City's property to the City's satisfaction.

7) Where the City is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purposes, the City may require, as a condition of transfer, verification to the satisfaction of the City that the proposed land is suitable for the proposed use in accordance with provincial legislation and regulations. This may also include filing an RSC by the property owner prior to transfer of ownership to the City.

8) Where a gasoline station site is being redeveloped and there is no change in use to a more sensitive use, the City shall require confirmation from the Technical Standards and Safety Authority (TSSA) that the facility complies with the TSSA regulations and shall provide the following documentation:

- a) An up-to-date facility's license issued by TSSA; and
- b) Where required, an up-to-date contaminant management plan and the associated groundwater monitoring report prepared in accordance with the TSSA Environmental Management Protocol for Fuel Handling Sites in Ontario (2012, as amended).

### 10.1.7 Waste disposal sites

Operating waste disposal sites are landfills, dumps, incinerators and any other facilities providing for the long-term storage or destruction of municipal solid waste. Composting, recycling and transfer facilities are considered processing operations. In addition to operating its own facilities, the City has jurisdiction over enacted consents for private waste disposal facilities. The City's criteria in granting consents for these facilities include an assessment of the impact from waste types and quantities, landfill capacity in Ottawa and consistency with the City's Solid Waste Master Plan.

1) Operating solid waste disposal sites are identified on Schedule B in order to recognize their function and their potential impact on surrounding land-uses.

2) The City shall require an official plan amendment for the establishment of any new solid waste disposal site.

3) Footprint expansion of operating solid waste disposal sites shall require a Zoning By-law amendment.

4) Land within three kilometres of an operating solid waste disposal site boundary is considered to be within the influence area of the site. New lot creation within this zone will require a notice on title to ensure the impacts of the operating solid waste disposal site (i.e. noise, dust, odours and haul route) are provided.



5) Development within the influence area of an operating solid waste disposal site shall demonstrate that the solid waste disposal site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.

6) Notwithstanding the requirements of Policy 5 above, the following compatible uses may not require a study provided that the solid waste disposal site water table is not affected and excavations shall not result in landfill gas migration or removal of a visual screen buffering of the landfill from the public view: utilities, waste-processing facilities, above-grade transportation routes, forestry activities, and gravel pits, quarries and other mining activities.

7) Notwithstanding Policies 5 and 6, no new land-use shall be permitted within 30 m of the licensed perimeter of an operating solid waste disposal site.

8) Development on, or within 250 m of a non-operating waste disposal site (e.g., old closed landfills) is subject to the requirements stipulated in policies for contaminated sites. Development within 500 m of a non-operating waste disposal site shall also demonstrate that there is no risk to human health and safety from landfill gas.

### 10.1.8 Gas pipelines

1) TransCanada Pipelines Limited operates high-pressure natural gas pipelines within rights-of-way across the City. The Zoning By-law shall identify the route of the TransCanada Pipeline and establish minimum setbacks from the limits of the pipelines rights-of-way for all permanent structures and excavations. The following policies apply to development proposals in proximity to pipelines and associated facilities:

a) Proponents of any development within 200 m of a TransCanada Pipeline right-of-way or within 750 m of a TransCanada Pipeline compressor station are required to pre-consult with TransCanada Pipelines Limited and advise and consult with TransCanada Pipelines when undertaking the technical review of any such development that requires approval under the *Planning Act*;

b) Development within 750 m of a TransCanada Pipeline compressor station shall not be approved unless it is demonstrated that provincial guidelines for noise and vibration can be achieved; and

c) Any recommendations or mitigation measures identified by noise and vibration studies undertaken by TransCanada Pipeline, to determine if the provincial guidelines can be achieved, may be included by the City as conditions of development approval.

### 10.1.9 Abandoned mineral and mineral aggregate mining operations

When mining operations have ceased, lands that are abandoned or not fully rehabilitated may create a situation that could cause injury and impact health. It is the intent of the City that hazards from former mines be mitigated through mechanisms under the *Mining Act* or the *Aggregate Resources Act*. Prior to development on lands adjacent to hazards from mining it shall be required to identify, address and mitigate known or suspected hazards.

- 1) The City shall require applicants for development to identify if lands have been mined for minerals, petroleum or mineral aggregates.
- 2) Where development is proposed with a Mine Hazard, or abandoned pit or quarry exists, the proposal shall:
  - a) Evaluate the potential risks to human health and property;
  - b) Establish measures to address and mitigate known or suspected risks; and
  - c) Demonstrate that the site can be rehabilitated to support the proposed land-use.
- 3) Development shall not be permitted within 300 m of a Mine Hazard, or abandoned pit or quarry unless measures to address and mitigate known or suspected risks to human health and property are provided.

## 10.2 Minimize incompatible land-uses

### 10.2.1 Environmental noise control

Environmental noise is characteristic of many human activities, and the proliferation of this noise has potential to negatively affect quality of life and human health.

The goal of environmental noise control is to achieve compatibility between land-uses that are noise sensitive and land-uses that are sources of noise such as roads, railways, employment areas and equipment for building facilities.

The objective of environmental noise control is to provide for improved and more livable and healthy environments in the planning of new communities, in development and regeneration of older communities.

- 1) All development shall comply with the City's Environmental Noise Control Guidelines which are based on the applicable Provincial noise guidelines [currently NPC – 300, MOEE 2013].
- 2) All noise studies prepared in support of development shall be consistent with the City's Environmental Noise Control Guidelines and shall include noise mitigation and a warning clause where necessary, as a condition of approval.
- 3) Development proposals for a new or expanded noise sensitive land-use shall require a noise feasibility study and/or detailed noise study pursuant to the Environmental Noise Control Guidelines in the following locations:
  - a) Within 100 m of:
    - i) The right of way of an existing or proposed arterial road or collector or major Collector Street identified on Schedules C4; or
    - ii) The right-of-way of a rapid transit or transit priority corridor identified on Schedule C2; or
    - iii) Lands designated as Traditional Industrial Freight and Storage or Non-Traditional Industrial Mixed identified on Schedules B, or lands zoned for industrial use; or

- iv) from an existing stationary noise source described in provincial certificate of approval under the *Environmental Protection Act*.
- b) Within 250 m of:
  - i) The right-of-way of an existing or proposed provincial highway, of Ottawa Highway 174, or of a secondary main railway line.
- c) Within 300 m of a pit licensed under the *Aggregate Resources Act* or lands with a Sand and Gravel Resource Overlay; and
- d) Within 500 m from the right-of-way of:
  - i) a 400-series Provincial highway; or
  - ii) a Principal Main railway line; or
  - iii) a quarry licensed under the *Aggregate Resources Act*; or
  - iv) lands with a Bedrock Resource Overlay.

#### **Class 4 stationary noise areas**

- 3) Approved Class 4 stationary noise areas shall be identified within the Environmental Noise Control Guideline, consistent with provincial guidelines.
- 4) Where new development is proposed within the urban area or a village in proximity to an existing stationary noise source, Council, at its discretion, may amend the Environmental Noise Control Guidelines to identify additional Class 4 stationary noise areas.
- 5) The identification of Class 4 stationary noise areas may not be applied retroactively to existing development.
- 6) If the stationary noise source(s) for which a Class 4 stationary noise area has been identified ceases, the identification will be deemed to no longer apply.

#### **Stationary noise sources**

- 7) Development proposals that introduce new sources of stationary noise in proximity to existing noise sensitive land-uses shall require a noise feasibility study and/or noise control detailed study if within the following proximities of noise sensitive land-uses:
  - a) 100 m for:
    - i) new stationary noise sources;
    - ii) lands to be zoned for a new industrial use;
  - b) 300 m for a pit to be licensed under the *Aggregate Resources Act*; and
  - c) 500 m for a quarry to be licensed under the *Aggregate Resources Act*; and in this case noise mitigation where necessary shall be required as a condition of approval.
- 7) Where an existing stationary noise source is proposed to expand, or a change of use is proposed which could result in increased noise an acoustic audit noise study may be required.
- 8) A noise control detailed study shall be required where the widening or construction of an arterial road, major collector street or a rapid transit corridor as identified in this Plan.

9) Where noise sensitive development exists adjacent to a public road or existing rapid transit infrastructure as identified in this Plan, and where noise guidelines have been exceeded; the City may implement noise mitigation measures consistent with the Environmental Noise Control Guidelines and the local improvement policy.

10) Owners of land abutting directly on the local improvement mentioned in Policy 9 above may contribute towards the costs incurred by the City if a sufficient number of affected landowners agree to the work and if the work is approved by City Council.

11) The City shall consider noise attenuation in the design of communities to improve the quality of the public realm as described in the Environmental Noise Control Guidelines.

12) Acoustic barriers may only be used where all other noise attenuation methods, including the placement of taller buildings along and fronting onto an arterial, are confirmed by the City as not feasible. The need for an acoustic barrier shall be demonstrated by the proponent and approved by the City consistent with the Environmental Noise Control Guidelines.

### **Vibration**

13) The City may require a vibration study for development within 75 m of a railway right-of-way or an existing or proposed light rail transit corridor and shall require vibration mitigation and a warning clause where necessary as a condition of approval.

## **10.2.2 Protection of airport and aircraft operations**

1) Development inside the Airport Vicinity Development Zone shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.

2) A noise control study consistent with the council approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 NEF/NEP composite noise contour line.

3) Development of new noise-sensitive land-uses shall not be approved inside the 35 NEF/NEP composite noise contour line.

4) New development between the 35 NEF/NEP contour and the boundary of the Airport Operating Influence Zone shall not be approved unless the following conditions are met:

- a) Development of an existing noise-sensitive land-use may be permitted if:
  - i) the lands front on an existing public road that is maintained year-round;
  - ii) the lands consist of a lot that was created under the *Planning Act* prior to May 14, 2003;
  - iii) the land-use is permitted in the Zoning By-law; and
  - iv) appropriate warning clause(s) are included on title to advise purchasers or occupants of ongoing aircraft operations, potential impacts of noise levels on normal activities and sleep and the necessity of installing and maintaining recommended noise control measures.
- b) residential infill is proposed and:
  - i) the development is for a single detached dwelling(s) on a lot(s) created by severance;

- ii) a noise control study is prepared detailing necessary architectural measures that implement provincial noise guidelines for interior spaces;
- iii) the infill development fronts on an existing public road that is maintained year-round;
- iv) meets the requirements of the Zoning By-law and all provisions of this Plan;
- v) appropriate warning clause(s) be included on title to advise purchasers or occupants of expected noise levels and the necessity of installing and maintaining noise control measures; and
- vi) the development does not require a Zoning By-law amendment to create the lot(s).

5) Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the NEF/NEP 25 composite noise contour line and the Airport Operating Influence Zone.

6) Development shall comply with the Ottawa Macdonald- Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*.

7) Development conditions and best practices may be required to reduce the risk of wildlife conflict with airport operations. Proposed land-uses, municipal infrastructure projects and activities in the vicinity of the Ottawa International Airport shall have regard to the Ottawa MacDonald-Cartier International Airport Authority Wildlife Management Plan.

8) Within the Airport Vicinity Development Zone, the creation of open water habitat areas is prohibited.

9) Throughout the city, land-uses, activities and the use of building materials with potential to interfere with the safe operation of aircraft, the performance of navigation aids, or telecommunication, are prohibited.

### **Lands Outside the Boundary of the Airport Vicinity Development Zone**

The Ottawa Macdonald-Cartier International Airport Zoning Regulations also apply to lands outside of the 'Airport Vicinity Development Zone' where these are within the runway approach surfaces. Mapping is available from the Ottawa International Airport Authority to determine the precise location of affected areas.

10) Development within runway approach surfaces is subject to the overall building height provisions of the approved Ottawa Macdonald-Cartier International Airport Zoning Regulations.

### **General Aviation and Local Airports**

11) Proposed development in the vicinity of Carp and Rockcliffe airports shall comply with current Transport Canada guidelines.

12) Noise-sensitive development is not permitted within the 30 NEF / NEP contour lines at the Carp or Rockcliffe airports.



### 10.3 Build resiliency to the impacts of extreme heat

With climate change, the number of very hot days (days where the temperature is greater than 30 °C) in Ottawa is projected to increase from an average of 11 days per year to as many as 44 days per year by the 2050s, and even more towards the end of the century. This shall result in more frequent and prolonged heat waves.

Extreme heat can be a health hazard. It can cause dehydration, heat exhaustion, heat stroke and even death. High temperatures can put everyone at risk, but health risks are greatest for older adults, infants and young children, people with chronic illness, outdoor workers and athletes, people experiencing homelessness, people taking certain prescription medications and those with lower incomes. Heat illnesses can be prevented by taking steps to stay hydrated, avoiding the heat and finding ways to stay cool.

The Urban Heat Island effect is created in built-up areas, as the built environments in these areas retain the heat longer and become hotter than nearby urban greenspaces or rural areas. The annual mean air temperature of a city with 1 million people or more can be 1–3°C warmer than its surroundings. In the evening, the difference can be as high as 12°C.

- 1) The built environment shall be developed to provide protection against extreme heat, reduce the urban heat island effect, build climate resiliency and safe outdoor recreation and active transportation in all temperatures.
- 2) Trees will be retained and planted to provide shade and cooling by:
  - a) Applying the urban tree canopy policies in Section 4.8 and other sections of the plan;
  - b) Requiring trees to be retained and planted, as applicable, where they will provide shade for users, as a priority in the design, operation of the pedestrian, cycling, transit networks and where they interconnect; and
  - c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial, and private property.
- 3) For transit stops where the planting of trees is not feasible, shade structures should be considered in order to provide shelter from the sun as to ensure comfortable recreation and transit mobility during extreme heat conditions.
- 4) The use of artificial turf as ground cover is not permitted for residential, commercial or industrial uses but may be permitted for sports and sports training facilities.
- 5) Office buildings, commercial shopping centres, large-format retailers, industrial uses, and large-scale institutions and facilities, or for the development of existing sites containing such uses, shall incorporate heat mitigation measures such as:
  - a) Retention of existing large trees;
  - b) Planting of trees that will have a large canopy at maturity;
  - c) Use of light-coloured and reflective materials on roofs, parking lots, and other surfaces
  - d) Integration of shade features (natural or built);

- e) Incorporation of passive cooling and shade structures such as colonnades, awnings, overhangs, or vertical fins; and
- f) Other mitigation measures such as cool or green roofs, low-impact landscaping and surface parking lot design that incorporates green islands and sidewalks that break up the expanse of the parking area.

#### 10.4 Enhance personal security through design

Everyone in Ottawa should feel safe and be safe in Ottawa's public spaces, whether they are taking an evening stroll in their neighbourhood, parking in a large parking structure, or cycling along a pathway. The City uses the principles of Crime Prevention Through Environmental Design in its review of development to enhance personal security in the design of spaces that are accessible to the public. The physical environment can be designed and managed to reduce the incidence and fear of crime. Also, community safety audits by community associations and other groups can supplement the safety assessments of specific locations and provide guidance to improvements by the City and property owners. Safety and accessibility are central concerns of gender-equitable planning. Incorporating these in the planning of built form, parks and streetscapes are important for women and children and for other target groups.

- 1) When reviewing development, the City will consider measures to enhance safety and security through such means as:
  - a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;
  - b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;
  - c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;
  - d) Provision of a mix of uses that creates a complementary pattern of activity among users, such as late-night businesses located on street transit routes; and
  - e) Restrictions on the use of overpasses and tunnels for pedestrian and cycling routes and where they are permitted, require provision of a safe, alternative route at grade.



# Section 11.

## Implementation

Photo by: City of Ottawa





## Section 11. Implementation

Implementation of the objectives and policies of this plan shall be achieved through a number of tools, some of which are provided by the *Planning Act* and others through the City's responsibilities to undertake capital works projects, to acquire and dispose of land, to enter into partnerships and to adopt regulations and by-laws. Interpretation and implementation of the policies of this plan are also governed by Provincial Legislation.

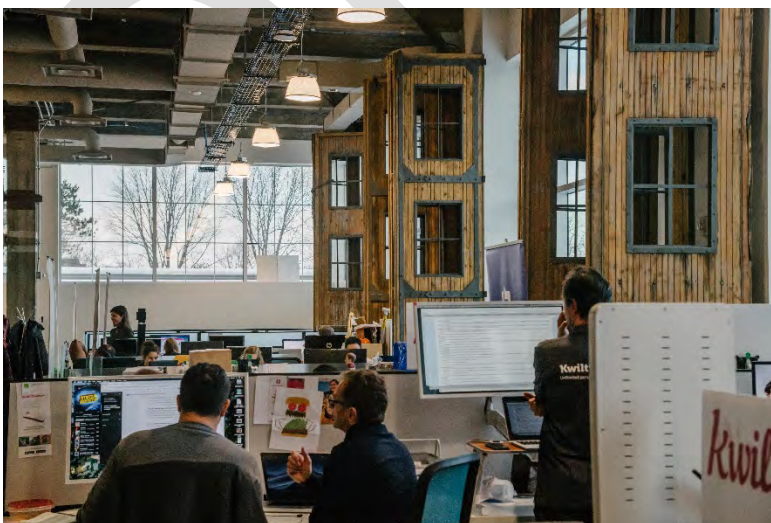
This Official Plan provides a general guide to Ottawa's growth and development. However, the implementation of the policies set out in this Official Plan often relies on more specific and detailed implementation tools. These include:

- A variety of provincial and federal legislation (e.g., *Environmental Assessment Act*, *Conservation Authorities Act*)
- City by-laws (e.g., Zoning By-law, Parks Dedication By-law, Site Plan Control By-law)
- Other city plans (e.g., Transportation Master Plan, Infrastructure Master Plan, Heritage Master Plan, Road Safety Action Plan)
- Standards (e.g., High-performance Development Standard, Accessibility Design Standards)
- Guidelines, strategies, manuals (e.g., Urban Design Guidelines, Groundwater Management Strategy, Park Development Manual)

### WHAT WE WANT TO ACHIEVE

- 1) Set the stage for Site Plan Control requirements and provisions
- 2) Create the framework for a Community Planning Permit System
- 3) Establish direction for the creation of Community Improvement Plans
- 4) Establish the Public Notification and Consultation procedures required for development
- 5) Provide direction to the Committee of Adjustment processes and procedures
- 6) Provide direction around processes needed to implement the Plan
- 7) Provide direction around the processes involved with technical revisions and amendments to the Plan
- 8) Provide guiding information around pre-application consultations and required prescribed information

Photo by: City of Ottawa



## 11.1 Set the stage for Site Plan Control requirements and provisions



- 1) The entire City of Ottawa is a Site Plan Control Area. Certain classes of development shall be exempted from Site Plan Control.
- 2) The Site Plan Control By-law shall establish procedural and submission requirements for varying classes of development. Submission requirements may include architectural and engineering plans and studies, based on the following thresholds:
  - a) Development proposals for low-rise residential or mixed-use buildings that fulfill the regeneration objectives of the Growth Management Strategy shall have reduced requirements in order to streamline the process for, and lower the costs of, regeneration;
  - b) Development proposals of greater height and intensity shall have standard requirements, to ensure compatibility and appropriate transition with their surroundings; and
  - c) Development proposals within Design Priority Areas may be subject to greater submission requirements than item (b) above to ensure design excellence.
- 3) To achieve environmentally sustainable development, the City may use Subsection 41(4)(2)(d) and (e) of the *Planning Act* to secure the following sustainable and resilient design features in development that address exterior building and site matters as set out in the High-performance Development Standard, as part of developments which meet thresholds (b) and (c) of Section 11.1 Policy 2 above:
  - a) Weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;
  - b) High-albedo surface materials, shade trees, green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
  - c) Active and passive design measures to improve energy efficiency and reduce peak demand such as building orientation to take advantage of passive solar heating, shading for cooling and natural light; energy efficient exterior cladding and window treatments;
  - d) Renewable energy production and supply to provide clean, local energy reducing greenhouse gas emissions and improving resiliency to power outages
  - e) Low impact development and traditional approaches to manage stormwater and mitigate flood risks, and reduce demand for potable water;
  - f) Trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;
  - g) Bird safe glass treatment to minimize the risk for bird collisions and energy efficient, shielded exterior lighting to reduce nighttime glare and light trespass;
  - h) Dedicated areas for collection and storage of recycling and organic waste to increase waste diversion; and
  - i) Enhanced human health by increasing opportunities for physical activity, mitigating impacts of air pollution, requiring operable windows and shade to mitigate against extreme heat, and promoting access to food.
- 4) The City may, at its sole discretion, require a development agreement to be entered into for purposes of satisfying any conditions associated with approval of a development, and ensuring compliance with the approved plans and drawings.



## 11.2 Create the framework to for a Community Planning Permit System

The Community Planning Permit approval framework may combine existing planning processes into one streamlined application process. The *Planning Act* requires each Community Planning Permit System Area to be individually identified, along with the types of criteria and conditions that may be used in the Official Plan.

- 1) The objectives for the creation a Community Planning Permit System include:
  - a) Identifying specific discretionary uses that would be permitted based on them being complementary to, and compatible with, existing development; and
  - b) Simplifying and streamlining the development approval process, thereby reducing the time involved in obtaining permission to develop a permitted discretionary use
  - c) Protection of Natural Environment Areas, Significant Wetlands, significant features, and of the Natural Heritage System;
  - d) Protection of heritage resources designated under the *Ontario Heritage Act*;
  - e) Maintenance and enhancement of the urban or rural landscape, or village core;
  - f) Maintenance of the character of the affected and adjacent area(s).
- 2) Council may delegate decision-making authority to staff in approving a Community Planning Permit application for development that would otherwise require separate approvals through site alteration or tree removal permits, Zoning By-law amendments, minor variances, temporary uses, holding or interim control Zoning By-laws, site plan control approval, conveyance for park purposes and community benefits. Limits on such delegation shall also be established in the Community Planning Permit By-law.
- 3) The Community Planning Permit By-law shall identify uses that would be permitted in each Community Planning Permit area. When making a decision on a Community Planning Permit for a discretionary use, the City may consider development based on the following criteria:
  - a) Official Plan policies for the specific geographic area;
  - b) The goals and purpose statements in the applicable zones;
  - c) The appropriateness of the location and parcel for the proposed development or use;
  - d) The impact of the proposed development or use with respect to adjacent development and uses in the area;
  - e) In the Rural Area, the servicing requirements and the extent to which the use may negatively impact the quality and quantity of the groundwater;
  - f) In the Agricultural Resource Area, demonstration that every effort has been made to locate the use in an area of poorer soils;
  - g) Access and transportation requirements; and
  - h) On-site vehicle parking and pedestrian circulation.
- 4) The City may impose conditions or require a development agreement to be entered into for purposes of satisfying any conditions associated with approval of a Community Planning Permit application. Considerations, may include, but not be limited to, the following:
  - a) The removal and replacement of trees and other vegetation;

- b) Site alteration, including but not limited to grade, and to the placing or dumping of fill
- c) Protection of public health and safety;
- d) Protection of the Natural Heritage System;
- d) Demonstration of adequate water resources and private sewage disposal capacity on-site;
- e) Conveyance or cash-in-lieu of parkland or other community benefits;
- f) Application of inclusionary zoning;
- g) Specific increases in height or density, or in the waiving of on -site parking requirements; and
- h) Providing sustainable and resilient design features, in accordance with the High-performance Development Standard

5) A pilot project will be undertaken that will introduce the Community Planning Permit (CPP) System within the Rural Transect. In addition to the objectives noted in Section 11.2, Policy 1), increasing opportunities for local economic development within the CPP Area in the Rural Transit is a principal objective. Additional geographical areas may be added to the Community Planning Permit System by way of an Official Plan Amendment that will detail the specific goals and objectives that would apply per each affected area

### 11.3 Establish direction for Community Improvement Plans

Community Improvement Plans enable the City to target designated areas that require improvement as the result of age, dilapidation, lack of mixed-uses, lack of density, lack of elements of a 15-minute neighbourhood, or for any other environmental, social or community economic development reason. Community Improvement Plans can also be used to fulfil the City's climate mitigation and adaptation goals and targets. Once a Community Improvement Plan has been approved, the City may offer incentives to private sector investment and/or undertake a wide range of actions to achieve the objectives of the Official Plan.

1) In accordance with the provisions of the *Planning Act*, the City may adopt a by-law to designate areas as Community Improvement Project Areas. The boundary of a community improvement project area may be part or all of the urban area of the City, and/or part or all of one or more villages as defined in this Plan;

2) The designation of Community Improvement Project Areas shall be based on one or more of the following conditions being present:

- a) Known or perceived environmental contamination;
- b) Lack of, or deficient, affordable housing, or opportunities to improve the supply and diversity of housing options;
- c) Opportunities to create healthy and inclusive communities with walkable 15-minute neighbourhoods consistent with Section 2.2.4;
- d) Opportunities to create more inclusive, all age communities;
- e) Deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system, and/or watermain system, streetscapes and/or street lighting or overhead wiring, sidewalks, curbs, or road state of repair;

- f) Vacant lots and underutilized or abandoned properties and buildings which have potential for infill, development or expansion to better utilize the land base or the public infrastructure;
- g) Buildings, building facades, and/or property, including buildings, structures and lands of heritage and/or architectural significance, in need of preservation, restoration, repair, or rehabilitation or development;
- h) Opportunities to renovate and retrofit existing older buildings, including building energy efficiency (including renewable energy sources) or climate resiliency improvements;
- i) Poor physical condition and/or visual quality of the built environment, including but not limited to, streetscapes and urban design and/or overhead wiring;
- j) Other barriers to the repair, rehabilitation or redevelopment of underutilized land and/or buildings;
- k) High commercial vacancy rates;
- l) Deficiencies in recreational, social or community facilities including but not limited to urban natural features and natural environment areas, parks and amenity areas, indoor/outdoor recreational facilities, adequate and accessible licensed child-care centres, and public social facilities and support services; and
- m) Any other environmental, energy efficiency, climate resiliency, social or community economic development reasons.

3) The City may prepare, adopt and implement a Community Improvement Plan within a designated Community Improvement Project Area(s), pursuant to the *Planning Act* and the Community Improvement policies set out in this Plan;

- 4) Community Improvement Plans may be prepared and adopted to facilitate:
- a) The renovation, repair, rehabilitation, remediation, development or other improvement of lands and/or buildings;
  - b) The preservation, restoration, adaptive reuse and improvement of buildings with historical, architectural or other heritage significance;
  - c) The development of mixed-use buildings, or the introduction of a wider mix of uses and amenities in areas that are deficient in mixed-uses;
  - d) The evolution of an area into a walkable and inclusive 15-minute neighbourhood
  - e) The growth of the Urban Forest and its benefits;
  - f) Local production and storage of produce and spaces for community gardens;
  - g) The restoration, maintenance, improvement and protection of parks, recreational amenities and other greenspace;
  - h) Residential and other types of regeneration;
  - i) The construction of a range of housing types and the construction of *affordable housing*;
  - j) The upgrade and improvement of municipal services and public utilities such as sanitary sewers, storm sewers, watermains, roads and sidewalks;
  - k) The improve pedestrian and bicycle circulation;
  - l) Public transit supportive land-uses and improve the quality of, and accessibility to, transit facilities;

- m) Stronger contribution to the ongoing viability and revitalization of the Downtown Core, Hubs, Corridors, Special Districts and other areas that may require community improvement;
- n) The improvement of energy efficiency and reduce greenhouse gas emissions measures
- o) Climate impact resiliency by reducing the urban heat island effect, improving access to shade and other cooling amenities, reducing flood risks and managing increased stormwater runoff;
- p) The improvement of social conditions and support services;
- q) The promotion of cultural development including nightlife;
- r) Promote community economic development; and,
- s) The improvement of community health, safety and stability and the goals to advance healthy and inclusive communities, consistent with Section 2.2.4.

#### 11.4 Establish the Public Notification and Consultation procedures

1) The measures for informing and obtaining the views of the public and public bodies on proposed Official Plan and Zoning By-law amendments and Community Improvement Plans will be as follows:

- a) A bilingual sign will be posted on the affected site and a notice will be sent to community organizations in the affected area as well as those public bodies that are considered to have an interest in the proposed amendment; or
- b) If the proposed amendment or plan affects a large area or the posting of an on-site notice is, for whatever reason, not appropriate, notification in both official languages will either:
  - i) Be given directly to targeted stakeholders; or
  - ii) Published in a city newspaper; or
  - iii) Posted on the City of Ottawa's website.
- c) For proposed amendments or plans that affect a large area, additional consultation activities shall be undertaken in order to reach vulnerable sectors, such as women; indigenous populations; and groups representing the interests of tenants.

2) Notice of the public meeting at a Committee of Council will be sent to individuals and public bodies who provided written comments or requested notice of the public meeting, at least ten calendar days before the meeting by prepaid first class mail, facsimile or electronic-mail. In addition, a minimum of five calendar days before the scheduled public meeting, additional notice will be provided as follows:

- a) Published in one English-language and one French-language daily newspaper; or
- b) A newspaper having general circulation in the City of Ottawa; or
- c) Posted on the City of Ottawa's website.

2) Despite Section 11.4, Policy 1, the following development is permitted to proceed with Alternative Notification Requirements defined in Section 11.4, Policy 3, below, as permitted under the *Planning Act*:

- a) Applications for official plan amendments, Zoning By-law amendment, consent to sever, or plan of subdivision approval by non-profit housing providers;
- b) Applications for which Council has delegated approval authority to a municipal officer or employee, including consents to sever; and
- c) All minor Zoning By-law amendment applications, which meet the intent of the Official Plan and are not yet enacted in the Zoning By-law.

3) The Alternative Notification Requirement for the matters referred to in Section 11.4, Policy 2, for development where notice of application or notice of a public meeting is required, is limited to posting a sign in both official languages on the affected site which provides opportunity for public comment for a time period of no less than 5 business days before a public meeting and/or a decision is rendered, whichever comes first. The Alternative Notification Requirements are intended to reduce City process while allowing opportunity for public comment on minor thresholds of development.

## 11.5 Provide direction to Committee of Adjustment processes

1) The City may delegate authority to grant consents to a Committee of Adjustment or an appointed officer as provided under the *Planning Act*. The City's Terms of Reference for consents via delegated authority provides thresholds; application review criteria and possible limited conditions for the approval of such applications. For certain consents, the City may consider using the Alternative Notification measures for consents outlined under Section 11.4, Policy 3.

2) The City may exercise authority under the *Planning Act*, section 45 to establish criteria to which the authorization of a minor variance must conform. The criteria may provide that specified provisions in the Zoning By-law are not to be authorized by variance.

3) Applications to the Committee of Adjustment for minor variances are categorized as adjustments to a Zoning By-law development-standard or the addition of a use which is in keeping with the applicable land-use designation of the Official Plan and the four tests for a minor variance.

4) In support of Section 5.2.4, Policy 1(b) & (c) and Section 5.3.4, Policy 1(b) & (c), the Committee of Adjustment shall support applications for consent with unconventional and irregular lot patterns and small lot situations for future regeneration in support of missing middle housing and these consents may also proceed through a strata severance process to allow greater flexibility in the vertical and horizontal division of a lot.

5) The City shall permit lot adjustments in any land-use designated for legal or technical reasons. For the purposes of this section, legal or technical reasons include severances for purposes such as easements, corrections of deeds, quit claims and minor boundary adjustments, which do not result in the creation of a new lot or render an existing lot as non-complying.

## 11.6 Provide direction around processes to implement the Plan

1) The City shall not undertake any public work, nor pass any by-law, for any purpose that does not conform to the intent and policies of this Plan.

2) Amendments to the Zoning By-law shall be evaluated against the following categories:

a) Minor Zoning By-law Amendments, categorized as:

- i) Changes from one subzone to another subzone in the same parent zone category;
- ii) Addition of a use to a subzone that is otherwise permitted in the parent zone category;



- iii) Addition of a new compatible use to a subzone not otherwise contemplated in a parent zone category, where the land-use impact is considered to be minor and is otherwise in keeping with the development-standards of the Zoning By-law and intent of the Official Plan;
    - iv) Changes of use within an existing building involving no new changes to the existing building envelope, if such changes cannot be addressed under Policy 11.5(3); or
    - v) Amendments to development standards that would otherwise fail the “minor” test for a minor variance but meet the intent of the Zoning By-law and is in keeping with the height minimums and maximums as per Table 7 of the Official Plan.
  - b) Major Zoning By-law Amendments, categorized as any amendment that does not meet provisions a), above.
- 3) Notwithstanding Section 11.6, Policy 1 a) above, where a site has been the subject of a site-specific Zoning By-law Amendment in the past two years, applications for relief from zoning provisions for that site are more appropriately directed to the Zoning By-law Amendment process.
- 4) An increase in height to permit a building in a taller height category, than as permitted by the underlying transect or designation policies of this Plan requires an amendment to this Plan or Secondary Plan where applicable in addition to the amendment to the Zoning By-law.
- 5) The City may acquire, hold, or secure land for the purpose of implementing any policy of this Plan, including:
  - a) For lands with natural heritage significance, by implementing alternative methods, such as: exchanging lands of similar value, negotiating conservation easements, entering into agreements with other public bodies concerning land management or maintenance, partnering with a land trust and other methods that may be proposed from time to time;
  - b) Initiating the purchase of lands where acquisition of the land is critical to the achievement of the Official Plan’s objectives;
  - c) Acquiring land through the development review process for mobility and or infrastructure needs, including: road corridor widening, corner sight triangles, grade triangle for future overpasses or elevation of grade crossings for rail lines, mid-block pedestrian circulation, multi-use paths, stormwater management, expansion of transit services, and underground infrastructure; and
  - d) Acquiring land that is in private ownership at the request of the landowners for all lands except for those that are identified as flood plain, steep or unstable slopes, contaminated land, significant wetland, or habitat of endangered or threatened species under the following conditions:
    - i) The land is designated Natural Environment Area or Urban Natural Feature by this Plan; or
    - ii) An EIS demonstrates that no development that is otherwise permitted can occur on the property without negative impact on the natural heritage system or natural heritage features.
- 6) Where the City acquires or holds lands with natural or heritage significance as per Section 11.6, Policy 5:
  - a) The City shall negotiate a purchase price based on an independent market value appraisal but, if after six months, an agreement has not been reached, the City shall offer to acquire the lands

under Section 30 of the *Expropriations Act* and compensation may be determined in accordance with the provisions of that Act;

b) Improvements shall not be acquired unless requested by the landowner; and

c) The acquisition may be limited to a part of a property, provided that the size of the part not acquired satisfies the requirements of this Plan.

7) When the City receives an application for a Zoning By-law amendment to permit development on lands that are in private ownership and where the land is currently zoned in an open space or leisure zone, the City shall consider the need to acquire the land to secure its greenspace interests.

8) The City may utilize a holding symbol (h), in conjunction with any use zone symbol in the Zoning By-law to specify the use to which lands shall be put to in the future, but which are now considered premature or inappropriate for immediate development, and set out conditions and requirements associated with the lifting of the holding zone.

9) The City may authorize, by By-law, the temporary use of lands, buildings or structures for any purpose set out therein that would otherwise be prohibited by the City's Zoning By-law. The City is under no obligation to renew temporary use by-laws beyond a period of time that can reasonably be deemed as temporary, if the continuation of such uses are deemed to contradict the policy objectives of this Plan.

10) The City shall create a building permit footprinted program for low-rise residential regeneration applications that meet the intent of Section 5.6.1 and have the ability to be replicated across the City. The building permit footprinted program will streamline building permit issuance and will have a focus on missing middle housing.

### **Definition**

#### **Missing Middle:**

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

11) Subject to Council approval, the City shall consider the use of private agreements among landowners to cost share major infrastructure projects, associated studies and plans identified in secondary plans, comprehensive studies approved by Council and detailed in the agreement for a specified area. These agreements may include the provision of community facilities such as parkland, shared infrastructure, studies such as environmental assessments, restoration plans and restoration works. Such agreements are initiated by landowners within a defined area and provide for the fair sharing of costs among benefiting parties, to complement or replace the provisions of a Development Charges By-law. Where such agreements are in place, the City shall require evidence of payment pursuant to the agreement as a condition of draft approval for plans of subdivision and

plans of condominium, and as a condition of approval for severance applications and site plan control.

12) The implementation of this Plan will take place over time and the use of the word “shall” to indicate a commitment to action on the part of the City should not be construed as a commitment to proceed with all of these undertakings immediately. These commitments will be undertaken in a phased manner, as determined by City Council, and subject to budget and program availability.

13) Zoning By-law Amendments not requiring an Official Plan Amendment for development of large-scale sites, including but not limited to repurposed shopping centres or industrial lands, shall be supported by a Concept Plan demonstrating all of the following:

- a) The complete build out of the site, including potential phasing of development, showing its integration into the adjacent built fabric;
- b) Conformity with applicable transect and overlay policies; and
- c) Opportunities for parkland dedication and other public realm improvements to support additional density.

## **11.7 Provide direction for technical revisions and amendments to the Plan**

1) Technical revisions to the Official Plan or the Zoning By-law are permitted without adopting an amendment provided they do not change the intent of the Official Plan or the By-law. Technical revisions include:

- a) Changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency;
- b) Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
- c) Inserting historical footnotes or similar annotations;
- d) Removing sunset clauses applicable to site-specific policies.

2) In the case of technical amendments to this Plan or to the Zoning By-law, notification to and consultation with the public or public bodies, including the requirements set out in Section 11.4, Policy 1, shall not be required with the exception of a notice in both official languages of a proposed technical amendment to be published a minimum of five calendar days before the scheduled public meeting. This approach shall be restricted to correcting the following:

- a) Where amendments are required to fully implement an approved recommendation of City Council to amend the Official Plan or Zoning By-law;
- b) To amend the language of a provision so as to clarify its intent; and
- c) To eliminate unnecessary redundancies and outdated references.

3) In order to increase adaptability, in relation to unforeseen events such as pandemics or other major events, the City may, at its sole discretion, choose to engage in a comprehensive review of the Official Plan in advance of the *Planning Act* requirements to adjust long term planning priorities and objectives.

## 11.8 Provide direction for pre-application consultations and required prescribed information

- 1) Prior to submitting a development proposal, a pre-application consultation meeting is required with City staff in order to identify the information that will be required at the time of application submission. The City has the authority to waive the requirement for a formal pre-application consultation meeting. The City also has the authority to request additional information, that will be required as part of a complete application, after further review of the application proposal.
- 2) Development shall comply with the complete application submission requirements of the *Planning Act*. To process the application, the City may require additional information and/or reports as listed in Table 10. The additional information and/or reports will be identified in writing after a pre-application consultation or after further review of the development proposal.
- 3) For each of the studies listed in Table 10, the City may provide Terms of References outlining study requirements. These Terms of References are meant to provide the needed guidance for the study submission expectations, required as part of a complete application.

**Table 10 - Terms of References**

Urban Design and Planning Study Requirements	
Study Name	Study Description
Urban Design Brief	Required to evaluate the development proposals consistency with the urban design policies.
Shadow Study	Required to evaluate the development proposal impact on shadows on adjacent amenity areas.
Wind Analysis	Required to evaluate the development proposal impact on wind comfort on adjacent amenity areas.
Planning Rationale	Required where development proposals seek to exceed the permissions within the Official Plan and or Zoning By-law and request an Amendment.
High-performance Development Standard Checklist	Required as part of development to indicate which metrics from the High-performance Development Standard were met.
Competitive Design Process	A process in association with the development of signature projects that result in globally recognizable high-impact buildings, infrastructure, or public spaces. These projects can range from redevelopment of a large underused site, to creating or developing destinations or districts, or

	improving the access to an existing asset. The objective of the competitive design process is to achieve design excellence that promotes an image of Ottawa to the world.
<b>Public Consultation Strategy Report</b>	Required to meet notification processes under the Planning Act. This Report will outline how a development proponent proposes to reach and collect public input as part of development application(s). The collection of disaggregated data may be requested as part of this Report.
<b>Concept Plan</b>	Required to assist at visualizing and planning out proposed development for a site or a group of sites in their entirety. A Concept Plan includes the consideration of land designations, maximum heights, urban design measures that impact the public realm, active transportation elements, road connectivity, new public space such as parks and POPS and other greenspace, consistent with policies of the Official Plan. A concept plan is generally required as part of a plan of subdivision.
<b>Phasing Plan</b>	Required for developments to outline the phasing of a development, including road, transit, and active transportation infrastructure, water, wastewater and stormwater infrastructure as well as community infrastructure.
<b>Financial Implementation Plan</b>	Required to demonstrate how the proposed development of the area relates to the Development Charges By-law or other financial instruments.
<b>Designation Schedule</b>	Required for Secondary Plans and Area-Specific Policies to show a map or plan indicating site and building form, function and land use policies for each designation within a planning area.

## Energy and Climate Study Requirements

Study Name	Study Description
<b>Community Energy Plan</b>	Required for an area-specific development to identify and set objectives and targets on energy and greenhouse gas emissions in support of sustainable and resilient design at the community scale.



<b>Energy Modelling Report</b>	Analyses the building parameters such as occupancy, geometry and design and estimates a building's total energy consumption, greenhouse gas emissions, total approximate energy costs, total energy use by fuel and monthly consumption.
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## Heritage Study Requirements

Study Name	Study Description
<b>Heritage Impact Assessment</b>	A Heritage Impact Assessment is required where a development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of a property containing an individually designated heritage building (Part IV of the Ontario Heritage Act); a heritage conservation district (Part V of the Ontario Heritage Act); a provincial or federal heritage property; a National Historic Site; or the Rideau Canal UNESCO World Heritage Site.
<b>Cultural Asset Assessment</b>	An inventory and analysis of potential impacts to identified neighbourhood cultural assets from a proposed development. This assessment may be submitted as a component of a Planning Rationale or as a separate document.

## Agricultural

Study Name	Study Description
<b>Agrology and Soil Capability Study</b>	Required to study soil conditions, to determine if a development proposal will adversely affect existing and future agricultural activities onsite or in the area surrounding the proposed development or change in use.

## Health and Safety Study Requirements

Study Name	Study Description
<b>Noise Vibration Study</b>	Required to determine setbacks, warning clauses and/or noise mitigation requirements for new or expanded sensitive land-uses adjacent to roads, airports and stationary noise sources

<b>Noise Control Feasibility Study</b>	Required to identify if noise/vibration will be an issue for a proposed new or expanded sensitive land-use and to explore possible alternatives and further study requirements if noise levels are expected to be near or exceed Provincial guidelines.
<b>Phase 1 &amp; 2 Environmental Site Assessment</b>	Required to ensure that development only takes place on sites where the environmental conditions are suitable for the proposed use in accordance with provincial legislation and regulations.
<b>Impact Assessment Study – Mineral Aggregates</b>	Required to ensure that proposed development, within 500 metres of a Bedrock Resource Area or 300 metre of a Sand and Gravel Resource Area as illustrated on Schedule B, will not conflict with current or future mineral aggregate extraction.
<b>Impact Assessment Study – Waste Disposal Sites / Former Landfill Sites</b>	Required for any development on land within the influence area of an operating solid waste disposal site.
<b>Impact Assessment Study – Mining Hazards</b>	Required for sites with abandoned or partially rehabilitated mines, pits or quarries to ensure to identify, address and/or mitigate known or suspected mining hazards in proximity to proposed new or expanded development.
<b>Impact Study – Water, wastewater and stormwater</b>	Required where services are found to be limited in the public service area, in order to detail how public services will be provided to support the development.
<b>Hydrogeological and Terrain Analysis Report</b>	Required to confirm the sustainability of the water supply the impact from the sewage systems and suitability of the terrain for private services. Will also be required whenever development may impact the groundwater resource or as indicated in a subwatershed plan.
<b>Scoped Hydrogeological Study – Coach Houses</b>	Required where coach house development is proceeding via a privately owned and maintained water supply and/or wastewater disposal system.
<b>Well Inspection Report</b>	Required where development is proposed on a private well and a production well does not exist.
<b>Scoped Wellhead Protection Study</b>	Required for any private communal drinking water system.
<b>Geotechnical Study</b>	Required to demonstrate that the soils and/or bedrock are suitable for development.

<b>Wellhead Protection Study</b>	Required for any communal residential drinking water system. A Wellhead Protection Study, conducted in compliance with the Technical Rules under the Clean Water Act, is required prior to the City signing a Municipal Responsibility Agreement (MRA) for a private communal system. A Wellhead Protection Study is also required for any new residential drinking water system where ownership will be transferred to the Municipality.
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## Mobility Study Requirements

Study Name	Study Description
<b>Parking Plan</b>	Required as part of a complete submission for new plans of subdivision that demonstrates a minimum ratio of conceptual on-street parking spaces to the number of dwelling units on a street-by-street basis.
<b>Transportation Impact Assessment</b>	Required where the development may have an impact on the transportation network in the surrounding area in order to detail mitigation measures. Under most circumstances this study will not be required for minor infill development where the street and transit networks are fully established.
<b>O-Train Network Proximity Study</b>	For development within the prescribed distance of O-Train network assets (including stations, tunnels, alignments and corridors)
<b>Construction Management Plan</b>	Required where the development may have requirements for space within the ROW during construction.

## Water Resources Study Requirements

Study Name	Study Description
<b>Master Drainage Plan</b>	A neighbourhood-wide plan that identifies stormwater management infrastructure needs and drainage or watercourse alteration or improvement projects required to support a Community Design Plan or Secondary Plan. The plan is developed based on recommendations and requirements identified in a Subwatershed Study. The plan shall fulfill the requirements of the Class Environmental Assessment process, involving evaluation of alternative scenarios. Generic Terms of Reference for Master Drainage Plans are provided in the Infrastructure Master Plan

<b>Master Servicing Study</b>	A neighbourhood-wide servicing plan that identifies water, wastewater, and stormwater infrastructure needs at a functional design level of detail, in support of a Secondary Plan. Project recommendations supported by Class Environmental Assessment process, involving the evaluation of alternative scenarios for each service. Incorporates recommendations and requirements from an approved Subwatershed Study or Environmental Management Plan. Generic Terms of Reference for Master Servicing Study are provided in the Infrastructure Master Plan.
<b>Servicing Study</b>	A servicing study is prepared for individual development applications. It is used to link higher level studies such as Master Servicing Studies to the individual development application. Servicing studies are required to justify and establish planning conditions for development related servicing. They define the scope of the detailed design of the development servicing and apply to a variety of application types from re-zoning to subdivision and site plan applications. Servicing includes drinking water, wastewater and stormwater servicing, stormwater management, and grading.
<b>Water Budget</b>	A tool that can be used to evaluate the occurrence and movement of water through the natural environment. Required for all subwatershed plans, environmental management plans, plans of subdivision, and other development applications. The water budget will include the origin and movement of all groundwater and surface water, their interactions, and the availability of water to the natural environment and other users.

## Natural Heritage and Urban Forest Study Requirements

Study Name	Study Description
<b>Environmental Management Plan</b>	Required to support area planning when implementation of a subwatershed plan requires further detail, or environmental planning and stormwater management must be coordinated among several sites, using Terms of Reference developed in accordance with Council-approved guidance documents.
<b>Environmental Impact Study</b>	Required when a development or site alteration is proposed within or adjacent to the natural heritage system or a natural heritage feature; development is proposed within or adjacent to a forest type of high or extreme wildland fire risk; or development or site alteration is proposed within or adjacent to a significant landform feature. Provided best management practices are followed, an Environmental Impact Study is not

	required within existing parks for the improvement, renewal and operation of current or new park facilities and amenities, outside of natural heritage features
<b>Landscape Plan</b>	Required to demonstrate how the canopy cover, urban design, health and climate change objectives of the Official Plan will be met.
<b>Erosion Sediment Control Plan</b>	Required anywhere that construction, development, or site alteration create an increased risk of soil erosion and/or the entry of sediment into the natural water system or municipal stormwater system.
<b>Integrated Environmental Review Statement</b>	Required to demonstrate environmental compliance of multiple studies.
<b>Tree Conservation Report / Tree Information Report</b>	Required to demonstrate how tree cover will be retained on a development site to ensure that the canopy cover objectives of the Official Plan have been met. Depending on the scale of development either a Tree Conservation Report or a Tree Information Report will be required.

## Health Study Requirements

Study Name	Study Description
<b>Health Impact Assessment</b>	Required where the City has identified health issues of significance that would benefit from deeper assessment of how OP and Master Plan policy interpretations would advance positive health outcomes.



# Section 12.

## Local Plans

Photo by: City of Ottawa





## Section 12. Local Plans

Local plans establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of this Plan but may deviate from specific policies to fit local contexts. There are two types of statutory local plans:

- Secondary Plans
- Area-Specific Policies

Secondary Plans establish local development policies to guide growth and development in defined areas of a city where major physical changes are expected and desired. Secondary Plans are initiated and undertaken by the City in consultation with local residents, property owners, businesses, other levels of government, and other interested parties. A Secondary Plan is a statutory policy document approved under the *Planning Act* and forms part of this Plan. Annexes 6 and 7 show the areas that are subject to Secondary Plans

Area-Specific Policies result from a proponent-initiated planning process similar to Secondary Plans but apply to a more specific site or area. They provide a further layer of local policy direction to guide more cohesive development over time. While specific policies may differ from this Plan, their overall intent should be consistent with this Plan.

### WHAT WE WANT TO ACHIEVE

- 1) Establish direction for the creation of Secondary Plans and Area-Specific Policies
- 2) Establish direction for the creation of Secondary Plans in Future Neighbourhoods
- 3) Establish direction for content of Area-Specific Policies.

### 12.1 Establish direction for the creation of Secondary Plans and Area-Specific Policies

- 1) A Secondary Plan and Area-Specific Policies, when adopted by Council, becomes Council's policy for public and private development in the planning area and also amends Volume 2 of this Plan.
- 2) Secondary Plans may only be initiated by the City, while Area-Specific Policies may be initiated by a proponent.
- 3) The development of secondary plans or area specific policies will include engagement with local residents, property owners, businesses, and other interested parties in a collaborative and public process. The City will work with the property owners to resolve issues affecting the development of individual sites or larger parcels and will provide opportunities for local community members and other interested parties to participate in the planning process.
- 4) Where a Secondary Plan impacts multiple landowners, the City shall require a landowners' agreement. This Agreement shall be provided to the City prior to the commencement of the

Secondary Plan. The landowners' agreement shall include how parks, stormwater facilities and any other infrastructure or facilities will be located and cost-shared, identification of natural heritage features and the natural heritage system, how development and density are to be distributed, as well as how the costs of studies and plans will be divided.

5) A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, is required to implement density and building heights that differ from those in the parent Official Plan.

6) In all land use designations, with the exception lands covered by the Future Neighbourhoods Overlay, development may proceed in the absence of a secondary plan or area-specific plan, in a manner consistent with the policies of this Official Plan.

7) Secondary plans and area-specific policies shall take into consideration, and be consistent with, the policies of this Plan. No secondary plan or area-specific policy shall be approved where it has the effect of changing the boundary of a Transect Area, replacing a Transforming Overlay with an Evolving Overlay, or removing an Overlay, other than the Future Neighbourhood Overlay, which are matters that may only be considered as part of a comprehensive review of the Official Plan.

8) Secondary plans will be prepared in accordance with the structure outlined in Annex 9. This is a framework only and specific terms of reference will be developed for each plan. Among other matters, the terms of reference will define the boundary of the planning area, which will be adjusted to include large vacant or underutilized sites, publicly-owned lands, and other land suitable for regeneration. A schedule will be included to show the process and when the plan will be completed.

9) Where there is a conflict or inconsistency between the policies or maps of this Plan and a policy or map of a secondary plan or area-specific policy, the policy or map of the secondary plan or area-specific policy will prevail.

10) Up-to-date flood hazard limits and regulation limits, as identified in consultation with the appropriate conservation authority in land designation mapping for the subject area, shall be used in the development of the Secondary Plan or Area-Specific Plan.

11) Proponents of development shall commit to providing sidewalks and recreational pathways identified in Local Plans through development charges or at the expense of the developer.

## **12.2 Establish direction for the creation of Secondary Plans in Future Neighbourhoods**

1) Individual Terms of Reference shall be developed for each Secondary Plan for lands within the Future Neighbourhood Overlay based on the framework in Annex 9. However, a Secondary Plan or revision to an existing Secondary Plan for lands within the Future Neighbourhood Overlay shall, at a minimum, include all the following:

- a) A Designation Schedule and associated secondary plan policies;
- b) A Transportation Impact Assessment Submission that follows the Transportation Impact Assessment Guidelines and other related reference documents, including plans that demonstrate

an appropriate street network, connectivity for active transportation modes, traffic calming to achieve vehicular speed management, and right-of-way protection; A Master Servicing Study; c) An Environmental Management Plan or Subwatershed Study, including the identification of natural heritage features and the natural heritage system independent of the developable area; d) Minimum distance separation assessment, in accordance with provincial regulations; e) A Community Energy Plan, unless it can be demonstrated that it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard; f) A Phasing Plan; and e) A Financial Implementation Plan.

- 2) Natural heritage features and the natural heritage system shall be conveyed to the City for \$1.
- 3) Costs associated with required studies or plans as per Section 12.2, Policy 1, shall be borne by the landowners.
- 4) The Master Servicing Study and Environmental Management Plan or Subwatershed Study, shall be prepared consistent with the Infrastructure Master Plan and the approved terms of reference for each study, as applicable.
- 5) The area under review for the purpose of creating a Secondary Plan within a Future Neighbourhoods Overlay, may include adjacent urban lands that are not within the overlay where this will facilitate achieving the policies of the Official Plan, particularly with respect to creating 15-minute neighbourhoods. The adjacent lands within the urban area that are outside the overlay shall be taken into consideration when determining the appropriate location and mix of uses for a complete community.
- 6) Where lands covered by a Secondary Plan are substantially built out, for lands under the Future Neighbourhood Overlay, the City will undertake an Official Plan Amendment to repeal the Secondary Plan and ensure that the applicable designations of the parent Official Plan are in place to guide future development.

### **12.3 Establish direction for content of Area-Specific Policies**

- 1) The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:
  - a) Demonstration of conformity with applicable Transect and Overlay policies with respect to built form, other than building height;
  - b) The proposed type, scale and phasing of development of the site in its entirety is provided;
  - c) A plan for development that is consistent with all applicable urban design policies of Section 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses, and a completed Urban Design Brief and presentation for a Focused Design Review;
  - d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Section 2.2.4;

- e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;
- f) A housing approach that meets the intent of Section 4.2 and includes an affordable housing component;
- g) A landscape concept plan that demonstrates that the existing trees are retained and that incorporates the retention of existing trees into the development and new tree planting and meets the urban forest canopy cover policies in Section 4.8;
- h) Identification of locations, sizes, shapes and functions of future parks;
- i) Demonstration that there is no net-loss of gross floor area for the non-residential land-uses, which are otherwise supported by the applicable designation, which that existed on the site prior to development;
- j) Demonstration that, where a high-rise building is proposed, that the site is 2,000 m<sup>2</sup> or larger: and the site is within 400 metres of a built or funded rapid transit station;
- k) Demonstration that where higher height is proposed that the proposed development is compatible in scale, size and consideration of proposed land uses, with the surrounding existing or planned land uses;
- l) Demonstration that, where a mid-rise building is proposed, that the site is located within 900 metres of a built or funded rapid transit station;
- m) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas; car-sharing services and transit pass subsidies;
- n) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Policy 3.2; and,
- o) Any other matters as deemed appropriate by the City.

2) In general, where the site is greater than 2 hectares or is in an area with regeneration pressure with multiple land owners and a significant amount of anticipated change the development shall proceed by way of a City initiated Secondary Plan in order to consider the surrounding land uses and major city building plans for the redevelopment.

3) Area-Specific Policies shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake amendments to this Plan as needed to remove Area Specific Policies which have otherwise been built out and have implementing zoning to allow the development to proceed.



# Section 13.

## Definitions

Photo by: City of Ottawa



## Section 13. Definitions

The following definitions provide interpretation of Official Plan content and are to be used in understanding the intent of policies and preamble text. Definitions provided for in the Provincial Policy Statement and the *Planning Act* have not been duplicated in this Official Plan, therefore coordination with the Provincial Policy Statement and *Planning Act* are also required to provide intent to meaning of the Official Plan.

#

### 15-minute neighbourhoods:

Compact, well-connected places with a clustering of a diverse mix of land-uses; this includes a range of housing types, shops, services, local access to food, schools and day care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free.

A

### Access street:

A public or private street with a close relationship to its surrounding land-uses that exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation

### Active frontage:

Building frontages that animate the public spaces they face through:

- (a) pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage; and
- (b) doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling; and
- (c) architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and
- (d) the provision of a separate municipal address for each active entrance.

### Affordable housing:

Housing that is aimed at households whose needs fall within the definitions of deep affordability and market affordability.

- (a) deep-affordable housing, which means affordable to a household or individual at or below the 3rd income decile (30th percentile); and
- (b) market-affordable housing, which means affordable to a household or individual at the 4th through 6th income deciles (31st through 60th percentiles.)

**Apartment:**

A dwelling unit in a building other than a ground-oriented residential use building.

**Arterial Street**

A roadway that serves through travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands.

C

**Capacity and flow street:**

A public street that plays a structural role in the overall street grid by virtue of its distance and its ability to link several areas of the city, and where the movement of people is an important part of its function.

**Capital greenspaces:**

Capital Greenspaces are publicly accessible federal parklands and green linear corridors that are integral to the scenic and ceremonial character of the National Capital Region. They are owned and managed by federal agencies such as the National Capital Commission and can be accessed year-round. They provide attractive greenspaces for use by local residents, tourists and other visitors and may be suitable for a variety of gatherings and events at a neighbourhood, regional, national or international level.

**City Freeway**

A limited access roadway where high-speed vehicular traffic travels cross-city.

**Climate change flood vulnerable areas (Climate Change FVAs):**

Those areas and/or buildings that are vulnerable to riverine flooding beyond the regulatory flood plain, established through the application of an appropriate climate change scenario.

**Climate mitigation:**

Interventions to reduce the human impact on climate change through strategies to reduce greenhouse gas sources and emissions.

**Climate resilience:**

The capacity of a community, business or natural environment to prevent, withstand, respond to and recover from changing climate conditions and extreme weather events.

**Community energy plan:**

An area-specific plan that identifies pathways and sets objectives and targets on energy and greenhouse gas emissions in support of sustainable and resilient design at the community scale. This may include building energy use and source, wastewater, solid waste and transportation design solutions



### **Community infrastructure:**

Buildings and spaces that provide services, activities and opportunities that are generally provided by public or non-profit organizations, and include but are not limited to libraries, recreation facilities, schools and parks and greenspace.

### **Compatible development:**

Development that, although it is not necessarily the same as existing buildings in the vicinity, can integrate with and enhance an established community through contextually-sensitive design, and coexists with existing development without causing undue adverse impact on surrounding properties.

### **Complete street:**

A street whose cross-section design ensures the needs of all stakeholders – pedestrians, cyclists, transit riders and motor vehicle users – are addressed in a way that upholds the safety of the most vulnerable users above all other considerations, and of which the construction, maintenance and operation also uphold the needs of all intended users at the prescribed Level of Service.

### **Conservation areas:**

Identifies provincial parks, Conservation Authority properties, and other lands which are identified or protected through separate legislation, regulation, or convention for conservation, sport, recreation, leisure and cultural facilities, but does not include the National Capital Greenbelt lands or Capital Greenspaces.

### **Core natural areas:**

Lands in a predominantly natural condition, which the City intends to maintain in that state in the long term. They include lands designated as significant wetland, natural environment area, urban natural feature, other natural heritage features such as significant woodlands, and supporting lands in other designations.

### **Cultural asset:**

A place, event, element or building that has value because of its contribution to a community's creativity, knowledge, traditions, culture, meaning, and vitality. It may include places that people visit to express their cultural identity and/or the resources used to pursue a creative practice. It may consist of tangible assets such as cultural facilities, specific buildings, or physical works of art; intangible and temporal elements such as annual events, shared cultural stories, or cultural landmarks and icons that no longer exist, or a combination of these.

## **D**

### **Design priority areas:**

Locations within the City that are of high importance and are intended to support the image of Ottawa as a Capital and major city and contribute to a positive experience for residents and visitors.

### **Development:**

The construction of and addition to buildings, changes of or intensification in use, the addition of units on existing lands, and the creation of new lots. Development also includes redevelopment, and for the purposes of this Official Plan is meant to indicate where a planning application under the *Planning Act* is required.

### **Distinctive tree:**

A privately-owned tree protected by the Tree Protection By-law, (or any successor by-law), and defined in that by-law.

### **Distribution centres:**

Facilities that intercept and temporarily store goods transported long distances by air, rail or truck and transfer them to smaller, more energy-efficient vehicles for distribution within the city.

E

### **Ecosystem services (ES):**

Are the result of environmental processes, sometimes with human interventions. ES provide benefits that humans depend on to support life (e.g. because ecosystems produce air, water, and food), security (e.g. by mitigating extreme weather events), and well-being (e.g. by supporting mental and physical health, cultural identity, spirituality, recreation). Four commonly used categories of ES are: Provisioning ES – resulting in material goods; Regulating ES – supporting habitable conditions; Cultural ES – contributing to non-material benefits; Supporting/habitat ES – fundamental ecosystem and biological processes underpinning all ES.

F

### **Flood vulnerable areas (FVAs):**

Those areas and/or buildings that are vulnerable to riverine flooding within the regulatory area. Also referred to as Flood Vulnerable Clusters (FVCs), they are sub-areas within the regulatory flood plain that contain multiple existing structures and/or roads for which a single, comprehensive flood remediation approach may be viable.

### **Frequent street transit:**

Street transit that is provided at least every 15 minutes between 6AM and 10PM, and more often during weekday peak times, and in some cases on a 24-hour basis.

G

### **Green transportation/utility corridors:**

Surface, underground and/or aerial corridors on or along land that are reserved for public transit, rail, roads, major sanitary collectors, low impact development stormwater features and overland flow, Hydro One and Hydro Ottawa service, watermains, laneways and pathways. These can serve a permanent or interim greenspace function and can help achieve the City's network of pedestrian and cycling connections. They provide opportunities for linkages featuring pathways, vegetated areas and connections to City parks and other points of interest. New corridors are purchased, used by agreement, expropriated or conveyed to the City as part of the development review process. They do not comprise part of parkland dedication.



### Ground-oriented:

With respect to housing, means housing forms and typologies where each principal unit has its own entrance on the ground floor of a building. Ground-oriented housing may include, but not limited to: detached, semi-detached, linked-detached and townhouse dwellings including stacked townhouses and new forms not developed yet.

## H

### Headwater drainage features:

Non-permanently flowing drainage features that may not have defined bed or banks, first-order and zero-order intermittent and ephemeral channels, swales and connected headwater wetlands, not including rills or furrows.

### Health:

A state of complete physical, mental, and social well-being, and not merely the absence of disease or infirmity, as defined by the World Health Organization.

### Height categories:

The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

<b>Built Form</b>	<b>Height Maximum</b>
<b>Low-rise</b>	up to and including four full storeys
<b>Low-Mid-rise</b>	between five and six full storeys
<b>Mid-rise</b>	between seven and nine full storeys
<b>High-rise</b>	between 10 and 30 full storeys
<b>Skyscraper</b>	31 full storeys or taller

### Heritage resource:

A property, or a group of properties, a built structure, or a landscape that has cultural heritage value. The heritage resource is identified in one of several ways:

- a property individually designated under Part IV of the *Ontario Heritage Act*;
- an area that is part of a heritage conservation district designated under Part V of the *Ontario Heritage Act*, and/or
- a property that is included on the City's Heritage Register

### High Performance Design Standards:

Sets performance targets for new construction to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment. Some of these targets can be directly achieved by incorporating sustainable and resilient design features into the plans and drawings submitted as part of the site plan approval process.

### **Historical settlement:**

Clusters of residential lots located in the rural area or within the Greenbelt, which existed prior to 2003, and which do not form part of a village or country lot estate subdivision.

### **Human scale:**

Describes the proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of the size, height, bulk, and massing of buildings or other features of the built environment.

## **L**

### **Local plan:**

Secondary plans, area-specific policies that provide more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of this Plan but may deviate from specific policies to fit local contexts.

### **Low impact development (LID):**

Systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat (US EPA). It is considered a form of green infrastructure.

### **Licensed Care Centres:**

Licensed centres care for children 0 to 12 years old and include nursery schools, full-day care, and before-and-after school programs (operated in school settings by third-party providers). Child care centres operate in a variety of locations including stand-alone buildings, community centres, schools, work places, and places of worship. The Ministry of Education licenses these programs and conducts inspections to ensure they meet specific provincial health, safety and developmental standards.

### **Living streets:**

Refers to the seasonal, or temporary reallocation of space within our streets from primarily serving vehicles, to providing a range of amenities that serve people in a manner that supports placemaking and healthy 15-minute neighbourhoods while informing permanent street design.

## **M**

### **Master plans:**

Long range plans which integrate infrastructure requirements for existing and future land-use with environmental assessment planning principles. The supporting plans of the Official Plan are the Transportation Master Plan, Greenspace Master Plan, Parks and Recreation Master Plan, Infrastructure Master Plan, Ottawa Cycling Plan and Ottawa Pedestrian Plan.

### **Missing middle:**

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

### **Mitigation hierarchy:**

The preferred sequence of steps for the protection of environmental features, areas, and ecological processes from the impacts of projects and activities. The preferred order of protection is avoidance, minimization, restoration, compensation.

### **Municipal nature reserve:**

Are specific areas, ecosystems or habitats identified by the City whose sensitivity to human disturbance require uncommon or strict restrictions on uses or activities, beyond the protection normally accorded to Natural Environment Areas and other environmentally designated lands.

## **N**

### **Natural linkage areas:**

Consist of lands in a predominantly natural, semi-natural, or rural condition, which the City intends to maintain in that state in the long term. They provide or have the potential to provide ecological or pathway connections between core natural areas or between core natural areas and the broader regional natural landscape. They include natural heritage features, rural and agricultural lands, and supporting lands in other designations.

### **Natural watercourses:**

Naturally occurring drainage channels and include rivers, streams and creeks.

### **Net residential density:**

Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses

### **New mobility:**

The technologies and business models that enable Automated, Electric, Connected, and Shared transportation.

### **No net-loss:**

Means, with respect to wetlands and forest, no loss in total area or ecosystem services as assessed in a landscape context over appropriate spatial and time scales.

## **O**

### **On-farm diversified use:**

A use located on a farm secondary to the principal agricultural use, which is limited in area, and includes but is not limited to home occupations, agri-tourism, and value-added products. On-farm diversified uses are compatible with and shall not hinder surrounding agricultural operations

## P

### **Park:**

A City-owned property that includes land to be acquired through the development review process under the provisions set out in the Parkland Dedication Bylaw, expropriated or purchased by the City for park or recreation purposes. Parks may include soft and hard surfaces and active recreational facilities such as play structures, water play and sports fields, among others. They are characterized by designed landscape with trees, turf and other vegetation along with recreation amenities and community buildings.

### **Passive open spaces:**

Passive Open Spaces are green spaces or linear corridors that may include lands owned by levels of government or public agencies other than the City of Ottawa or its agencies. These lands may be intended for other principal uses and maintained for passive recreation and leisure where agreements are in place with the landowners to permit public access. They play a supportive role in the open space and leisure system where public access may be facilitated predominantly by active transportation

### **Pedestrian priority measures:**

Include, but are not limited to, street planning and design, traffic calming measures, street trees, allocation of space in a public right-of-way, signal delay measures, winter maintenance standards, and City investments in pedestrian infrastructure, as informed by the Active Transportation Plan.

### **Placemaking:**

A process that seeks to strengthen the connection people have to their communities through ensuring the public realm and public spaces benefits everyone by promoting people's health, happiness and well-being. It involves integrating the physical, cultural and social identities that define a place. Placemaking is about creating places people care about and want to be in.

### **Privately-owned public spaces:**

A specific type of publicly accessible space (surface easement taken, publicly accessible in perpetuity, designed to be welcoming) that is negotiated as part of the development review process but remain privately owned and maintained.

### **Protected major transit station areas (PMTSA):**

A discretionary tool for municipalities for the establishment of transit-supportive densities and uses in a defined area that surrounds rapid transit stations, and to which Inclusionary Zoning may be applied.

### **Public realm:**

Refers to all of those private and publicly-owned spaces and places which are freely available to the public to see and use.

### **Public utilities and municipal services:**

A public utility is a public body or private corporation, together with its associated physical infrastructure, that provides services to the public such as hydro, district energy/heating, energy storage, natural gas, communication /telecommunication and cable, but does not include the provision of municipal services. Municipal services are services provided by the City of Ottawa including roads, transit, water, wastewater, drainage, and stormwater management.

## **R**

### **Rapid transit:**

The O-Train and Transitway network, including any bus rapid transit line that is not fully grade separated.

### **Rapid transit lines:**

Existing or future rapid transit corridors identified in the Transportation Master Plan.

### **Regeneration:**

The development of a property, site or area at a higher density than currently exists through

- (a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites.
- (b) The development of vacant and/or underutilized lots within previously developed areas.
- (c) Infill development.
- (d) The expansion or conversion of existing buildings.

### **Residential unit:**

A dwelling unit that

- (a) consists of a self-contained set of rooms located in a building or structure,
- (b) is used or intended for use as residential premises, and
- (c) contains kitchen and bathroom facilities that are intended for the use of the unit only.

## **S**

### **Single-loaded corridor:**

A segment of Corridor with commercial or mixed-use development oriented towards the Corridor on one side of the street, but where the lots and development on the other side of the street turn their backs or otherwise do not address and cannot reasonably be made to address the Corridor, or contain greenspace.

### **Social Determinants of Health:**

The health of populations is influenced by a range of social and economic factors. They include income, social support networks, education, race and ethnicity, employment and working conditions, social environments, physical environments, food access, housing, gender, and culture, among others.



### **Stable top of slope:**

The physical top of slope where the existing slope is stable and not impacted by toe erosion.

### **Street transit:**

Public transit, typically bus, service that operates mostly on city streets.

### **Subwatershed:**

An area of land draining to a tributary of a larger river. It is part of the watershed of the larger river.

### **Sustainable and resilient design:**

Principles in site and building design to protect against the depletion of critical resources like energy, water, land, and raw materials, reduce greenhouse gas emissions, prevent environmental degradation throughout its life cycle, and create built environments that are livable and comfortable while being safe and resilient to the impacts of a changing climate.

### **Sustainable modes of transportation:**

Includes walking, cycling, transit and carpool, as well as human-powered micro-mobility devices.

### **Surface water features:**

Water-related features on the earth's surface, including headwaters, rivers, stream channels, drains, inland lakes, seepage areas, recharge/discharge areas, springs, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics, including fish habitat.

### **Top of bank:**

The maximum point to which water can rise within the channel before spilling across the adjacent land. In places where the channel is confined by a valley on one or both sides, the top of bank can be inferred through upstream or downstream areas where the channel is well defined or through changes in vegetation, colour and/or surface markings.

### **Transition:**

Refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of low-rise development. Building height and massing transitions can be accomplished through a variety of means, including: incremental changes in building height (e.g., angular planes or stepping building profile up or down); massing (e.g., inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet); and building setbacks and stepbacks.

### **Transit priority measures:**

Strategies to increase transit operating speeds and transit travel time reliability in mixed traffic relative to car travel, such as traffic signal priority or queue jumps.

### **Transit-priority network:**

Corridors where frequent street transit is provided and are equipped with a set of coordinated transit priority measures that give transit vehicles preferential treatment over other vehicles.

### **Transportation demand management:**

A range of strategies that support individuals to reduce the number of trips they make, to travel more often by non-driving alternatives, to travel outside peak periods and to reduce the length of their trips.

### **Transportation terminal:**

In the Ottawa context, refers to ground transportation (bus or train) stations that act as a hub for inter-city passenger transportation.

### **Tree:**

Any species of woody perennial plant, including its root system, which has reached or can reach a minimum height of four hundred and fifty (450) cm at physiological maturity.

## **U**

### **Urban forest canopy cover:**

A measure of the layer of tree leaves, branches, and stems that provide tree coverage of the ground when viewed from above. It is typically expressed as a percentage of total land area covered.

### **Urban heat island effect:**

Describes built-up urban areas that are hotter than nearby rural areas or greenspace because buildings and paved surfaces amplify and trap heat. The average air temperature of a city with 1 million people or more can be 1–3°C warmer than its surroundings. In the evening, the difference can be as high as 12°C. Heat islands can exacerbate the impact of an extreme heat event, putting additional stress on the health of vulnerable people.

### **Urban natural features:**

Features such as woodlands, wetlands and vegetated ravines throughout the urban area, protected and managed primarily for their environmental values. These features may occur on City, federal, provincial and privately-owned lands.

## **V**

### **Vehicular Friction:**

Elements in the right-of-way or on abutting properties that are likely to slow motor vehicle speed, such as on-street parking, traffic calming, street trees, presence of other modes of transportation, or proximity of building facades.

**Vulnerable area:**

A significant groundwater recharge area, a highly vulnerable aquifer, a surface water intake protection zone, or a wellhead protection area.

## W

**Watershed:**

The land drained by a river and its tributaries.

**Wellhead protection area:**

An area that is related to a wellhead within which it is desirable to regulate or monitor drinking water threats.

**Wildland fire hazard:**

Forest types that are associated with the risk of high to extreme wildland fire.