

## APPENDIX “A”

### **The Changing Pattern**

Patterns of where residents live and work will continue to influence future transportation needs. More people will be living outside the Greenbelt, where the five urban areas are expected to receive 68 per cent of population growth and 50 per cent of employment growth to 2031. However, the area inside the Greenbelt will continue to contain the greatest concentration of people (52 per cent) and jobs (72 per cent). The need to bring people to jobs in and around the Central Area and elsewhere inside the Greenbelt will continue to create the greatest daily demand for travel in the city.

Growth will also bring an increase in travel, with total travel by all means increasing by 32 per cent as the population increases. Travel by transit will need to increase to accommodate growth plus a larger share of overall travel. This Plan supports a transit share of 26 per cent of all travel by 2031, an increase from 23 per cent in 2011. Collectively, sustainable modes (walking, cycling, transit and carpooling) will account for at least 50 per cent of all trips in the morning peak period, the balance being vehicular traffic. Achieving this target will help contain the city's need for larger roads to handle more cars, a need that has significant impacts on existing communities, the environment and municipal budgets.

Transportation modelling shows that by 2031, most transit trips will continue to converge on the Central Area and the area around it. These areas are now the most significant destinations for morning peak travel because they include or are close to many large employment centres, including two universities, Tunney's Pasture and the Ottawa Hospital Civic Campus. The City's plans to improve rapid transit to and through the Central Area respond to this need to increase commuter travel. At the same time, improved service will increase development interest in land along rapid transit routes. New development outside the Central Area along rapid transit will help disperse employment over time, although the central area will remain the single largest employment centre.

### **Managing Change**

Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. This direction will also contribute to the needs of an aging population by enhancing accessibility to health services and community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will be compact and efficient from a servicing point of view.

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities. The City can secure the greatest returns on its transit investment by building at higher densities in nodes around rapid-transit stations and along corridors well-served by transit. Intensification in these locations increases transit ridership, makes efficient use of existing infrastructure and curbs the need to extend infrastructure and provide municipal services to new suburbs. This pattern of development is the most affordable in terms of the life-cycle costs of constructing, operating,

maintaining, and replacing municipal infrastructure over its life span. As well, it supports the affordable provision of municipal services such as solid waste collection and emergency services that are costly to provide over large areas. On the whole, it balances the costs of servicing growth with the cost of maintaining infrastructure and providing a consistent level of services to residents.

This approach also supports liveable, sustainable communities. It is based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary. Wherever growth occurs, it will be managed to ensure that Ottawa's communities are eminently liveable. This is a commitment that will be realized through a focus on community design and a concern for people and the quality of the spaces they occupy.

This Plan meets the challenges of growth over the next 20 years by pursuing strategic directions in the following key areas:

### **Managing Growth**

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- The City will continue to support growth in villages to enhance their vitality, with provision for village expansion where it is economically feasible and environmentally sound.
- Growth in the **existing designated urban areas** will be accommodated in compact and mixed use development, and served with quality transit, walking and cycling facilities.
- Downtown Ottawa will be a vibrant mix of thriving economic and cultural activities within a setting that celebrates the unique qualities of both the city and the National Capital.
- The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.
- Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

### **Providing Infrastructure**

- A transportation system that emphasizes walking, cycling and transit will be built.
- Public water and sanitary wastewater facilities will be provided to reinforce the City's commitments to a compact urban area and safe and healthy communities.
- Development in the rural area will be primarily on the basis of private individual services where they are safe and environmentally sound, but in some circumstances municipal services will be provided to remedy environmental problems. Maintaining Environmental Integrity
- Air quality will be supported by a transportation system that emphasizes walking, cycling, and transit and by policies that protect forests, wetlands and other natural environment areas.
- Provincially and locally significant wetlands and forests will be conserved.

- The City will preserve natural features and the integrity of natural systems by directing land use and approving development that maintains ecosystem functions over time.
- Greenspaces will be valued and protected for their environmental, cultural heritage, recreational, educational and aesthetic qualities.

### **Building Liveable Communities**

- Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.
- The City will provide opportunities to increase the supply of affordable housing throughout the city
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.
- The City will provide for a wide range of economic activities in suitable locations and will work with the federal government and private sector to provide a balance of jobs both inside and outside the Greenbelt.
- The design of the city, the maintenance of greenspace and the high quality of life will enhance the attractiveness of the city for business development.
- Familiar landscapes and heritage buildings will be conserved despite on-going change.
- Rural communities will continue to be valued for their distinct economies and lifestyles.
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.
- The process of community building in the city will be open and inclusive.
- Agricultural lands, **designated as Agricultural Resources Areas**, will be preserved to ensure the economic vitality of Ottawa's farm industry, and access to locally produced food and farm products as the basis on which food security can be promoted in the community.
- Mineral aggregate resource areas will be identified, conserved and protected for long-term use.
- The City will recognize the role of small and medium-scale food production in a sustainable food system and community-based food production will be integrated into urban and rural areas, through edible landscapes, community gardens, and small and mid-scale urban and rural farms, where possible and in keeping with City policy.

## 2.2 – Managing Growth

Ottawa is unique among Canadian cities because its boundary takes in an urban area, comprising many new and old communities, surrounded by a large and varied countryside. The rural area contains villages ranging in size from less than a hundred to more than 5,000 people, as well as scattered development. These communities are part of the overall fabric of the city and are valued for their contribution to the quality of life in Ottawa.

About 90 per cent of the growth in population, jobs and housing will be accommodated within areas designated within the urban boundary in this Plan. These are areas where services are already available or can be readily provided through the logical extension of existing services. This approach makes the best use of existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible. Concentrating growth within the designated urban area also allows for a pattern and density of development that supports walking, cycling and transit as viable and attractive alternatives to the private automobile. Altogether, this strategy has the least impact on agricultural land, mineral resources and protected environmental areas, and supports a cleaner, safer, healthier city. This is the most cost-effective pattern for the provision of municipal services and infrastructure.

Growth will be distributed throughout the urban area to strengthen the city's liveable communities through:

- Intensification and infill; **and**
- **Where it is demonstrated that growth cannot be accommodated through intensification and infill, growth will be accommodated on vacant land by building new communities, and/or additions to complete existing communities,**

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. This means that pedestrians and cyclists have direct access to transit, since most transit trips are combined with travel on foot or by bicycle. Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs.

Growth will be directed towards the hierarchy of nodes and corridors that help structure the city at different scales. Nodes are activity areas built at a higher density than their surroundings, accommodating a mix of uses or a concentration of community activities. They can occur at a range of scales, from a local shopping plaza serving the surrounding neighbourhood to a dense office and apartment core in a Mixed Use Centre. New urban communities on vacant land are also anticipated to follow a growth pattern that supports this objective.

Corridors are linear routes that move people and goods via walking, cycling, transit and vehicles. Again, they are higher density and more active than their surroundings and include a greater mix of uses. The character of these corridors changes along their length, building up to higher-density nodes of activity. Throughout the urban area, linear networks of Mainstreets act as primary transit corridors, meeting

places, and shopping streets for adjacent neighbourhoods. These corridors have significant potential for intensification and most are on roads where transit has priority over other vehicles.

The Central Area is the city's most intense concentration of activity and the centre of its transit system. Access to and through the Central Area will be enhanced in 2018 with completion of the Confederation Line, the first leg of Ottawa's light rail system. Light rail connections within the rapid transit system will link the Central Area to the Town Centres outside the Greenbelt and to the Mixed Use Centres inside the Greenbelt. Each of these centres has a different profile, potential for growth and identity within their community. Improved transit service and investment in infrastructure and services over time has the potential to increase ridership and opportunities for high-density, mixed-use development.

The Central Area, Mixed-Use Centres, Town Centres and Mainstreets are all identified in this Plan as design priority areas, where both the public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.

Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function.

Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

The balance of the city's growth will occur in the rural area. This growth will occur as a mix of uses in villages and as a range of rural-related uses and limited residential development elsewhere. Ottawa's rural villages are people oriented communities. Most villages are low in density and small in size. These are qualities that village residents value and expect to persist. As in other communities, residents of villages are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities. The character of villages will be cherished and preserved as part of the defining character of the city as a whole.

The strategy for growth and development in the rural area is to:

- Support the role of villages as the focus for employment and housing in the rural area;
- Direct growth and development to those villages where community facilities and services already exist, or to those villages where community facilities and services can be provided efficiently and there is the strongest potential for the village to evolve into a complete community; and
- Protect rural character by restricting the type and intensity of development that is permitted outside the Village designation.

### **2.2.1 – Urban Area and Village Boundaries**

**The majority of future development will occur within the urban boundary and within the 26 villages designated in this Plan.** The Provincial Policy Statement directs growth to settlement areas, which are built-up areas where development is concentrated as well as areas planned for long-term growth. Settlement areas in Ottawa are the urban area and villages. The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services. Village boundaries define the land area that will be used for village purposes within the

planning period or beyond. Sufficient land is designated in the Official Plan to meet the demands for a range and mix of employment opportunities, housing and other land uses to meet the needs of the population projected by the Plan Decisions about when and where to extend these boundaries have major implications for public spending on infrastructure, for impact on resources and for the structure and character of communities. Assessing the adequacy of the current supply to meet this demand and the need for additional land requires consideration of several factors, in addition to supply and demand. For instance, the quantity of land required for different uses will depend on the average density of development and the mix of land uses achieved over time.

The most appropriate time for the City to conduct a land supply assessment is when it considers the need to review its Official Plan, as is required every five years under the Planning Act. The City then will consider boundary extensions, if additional land is required, within the framework of the following policies:

## **Policies**

### **Urban Boundaries**

1. The City will accommodate approximately 90 per cent of its growth in urban areas shown on Schedule B, where urban services already exist or can be efficiently provided or upgraded. The boundary establishing the urban area is designated on Schedule A.
2. Sufficient land will be provided in the urban area to meet the City's projected requirement for housing, employment and other purposes, **which is based on a planning period of 20 years in accordance with the Provincial Policy Statement**; identified in Figure 2.2
3. The **City will undertake a comprehensive review of the Official Plan and the need to designate additional urban land, in accordance with the Planning Act and the Provincial Policy Statement. As part of that review, the City will assess and update the planning period of the plan and update the projections in Figure 2.2.** This **comprehensive review** assessment will consider such matters as:
  - a. The forecasted demand for additional land to accommodate the forecasted housing and employment in Figure 2.2;
  - b. 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;
  - c. The Provincial requirement to maintain a 10-year supply of land designated and available for residential development and residential intensification and a three-year supply of residential units with servicing capacity in draft-approved or registered plans;
  - d. The extent to which the existing land supply can meet the projected requirement through reconsideration of permitted land uses;
  - e. The achievement of the intensification target as identified in Section 2.2.2, policy 5, of this Plan.
4. **If, as a result of the land supply assessment undertaken through the comprehensive review, City Council amends this Plan to designate additional urban land, such an addition**

will be sufficiently large to create a complete new community and/or comprise an addition to an existing community to allow for its completion. The comprehensive review will compare and evaluate urban area expansions in consultation with the community, landowners and other interested parties. The evaluation shall comprehensively apply the following criteria to determine the location of a complete new community and/or an addition to an existing community to allow for its completion :

- a. Avoid lands designated 'Agricultural Resource Area' unless there is no reasonable alternative on lands which avoid 'Agricultural Resource Area' or the lands contain primarily poorer quality agricultural soils within such 'Agricultural Resource Areas';
- b. Avoid lands designated 'Mineral Resource Area' unless there is reasonable assurance that the resource would be depleted prior to the lands being needed to satisfy the forecast land requirements;
- c. Avoid 'natural heritage system feature(s)', unless the features are isolated or poorly connected to the larger 'natural heritage system' or, the 'natural heritage system feature(s)' 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 until an Environmental Impact Statement and Integrated Environmental Review are completed and identify what land may be developed;
- d. Address the availability of existing servicing infrastructure capacity to support the development of the urban area expansion, or whether such servicing infrastructure capacity can reasonably be made available within the planning horizon;
- e. Address the availability of existing transportation and transit infrastructure capacity to support the development of the urban area expansion, or whether such transportation and transit infrastructure is planned or can reasonably be made available within the planning horizon;
- f. Give priority to land with proximity and access to a Provincial Highway where an urban area expansion is intended to include employment lands;
- g. Assess the relative scale of the costs associated with new, or significant upgrades to existing, infrastructure such as transportation, transit, water, stormwater, wastewater, public utilities and municipal services;
- h. Avoid lands containing, or in proximity to, major facilities as defined in the Provincial Policy Statement, and consider whether future sensitive lands uses within an urban expansion area would be subject to potential adverse effects from odour, noise and other contaminants in order to minimize risk to public health and safety and ensure the long-term viability any major facility; and,

- i. **Consider** any other effect the designation would have on the City’s ability to achieve the policies in this Plan.
5. The City will consider applications to amend this Plan to designate additional urban land only as part of ~~an assessment of the urban land supply~~ comprehensive review. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated.
  6. ~~If as a result of its Lands supply assessment, City Council amends this Plan to designate additional urban land such addition will be sufficiently large to create a complete community or to complete an existing community.~~ The City will guide the development of **any** additional **designated** urban land through **a secondary plan or** a community design plan (or an amendment to an existing community design plan) and a subwatershed plan or environmental management plan.

Without Prejudice