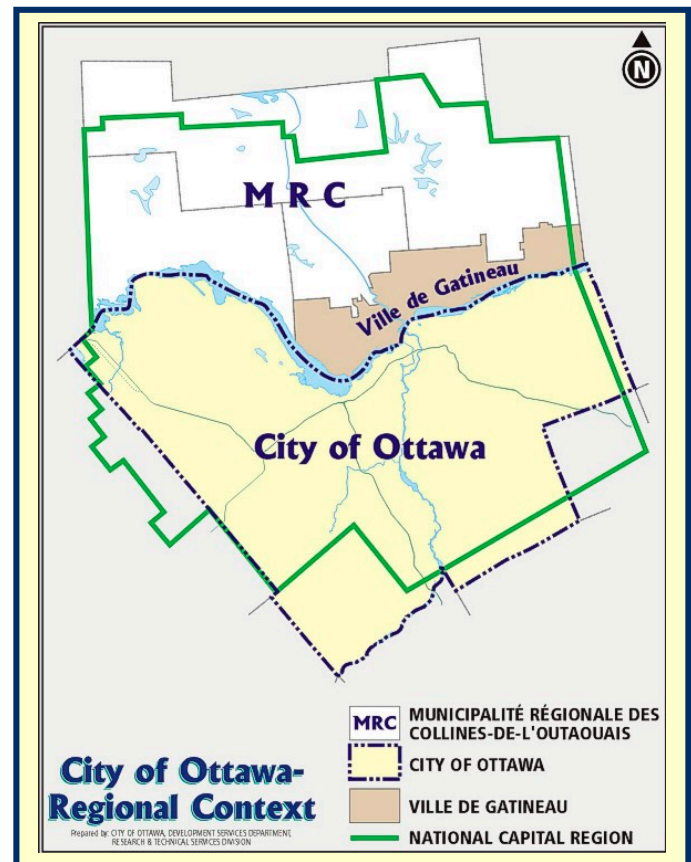


The Ottawa Official Plan is the first plan of the City of Ottawa and its guide to the 21st century. Creation of the city in 2001 brought 11 urban and rural municipalities and a regional government into one government structure, responsible for services to a population of about 800,000 living in an area of 2,760 square kilometres. Over the next 20 years, Ottawa's population will push past the million mark, a level of growth that will open new opportunities for the city and its residents. This Plan manages this growth in ways that reinforce the qualities of the city most valued by its residents: its distinctly liveable communities, its green and open character, and its unique characteristics that distinguish Ottawa from all other places.

Ottawa is unique among Canadian cities because its boundary takes in an urban area surrounded by a large and varied countryside. Prime agricultural lands touch the city's suburbs and spread in all directions in broad plains, interspersed with wetland and forests and a fragment of Canadian Shield. But it is the rivers and waterways that are the hallmarks of Ottawa. Located at the juncture of the Ottawa River and the Rideau River and Canal, Ottawa and its history, economy and culture have been shaped by these waterways.

The Ottawa River and its tributaries form the most direct water route between the St. Lawrence River and the continental interior, making it the superhighway of the fur trade from the 17th to the 19th century. Evidence of Algonquian habitations has been found in Ottawa and throughout the Ottawa valley. The first European settlements were scattered farms and later a construction camp for the Rideau Canal was established in 1826. In the early 1800s, timber supplanted furs as the dominant good carried on the river. With its mill operations, Ottawa was the centre of this industry when it was named as the capital of the province of Canada in 1857 and as the national capital in 1867.

Today, Ottawa functions as both a national capital city on the international stage, and as an exciting yet comfortable place to call home. Parliament Hill is both a powerful national symbol and a familiar landmark to residents, a landmark carefully preserved in urban design plans prepared by both the federal government and the City of Ottawa. The green parkway system owned by the National Capital Commission, charged with coordinating the planning of federal properties in the National Capital Region, hosts motorcades for visiting dignitaries as well as streams of resident joggers and cyclists. The people of Ottawa celebrate Canada Day on Parliament Hill on national television, but also get together in neighbourhood parks to share their fireworks on the Victoria Day weekend.



Prologue

of the Official Plan for the City of Ottawa



As part of the National Capital Region, the City of Ottawa partners with the federal government as well as with the City of Gatineau in Québec on a range of issues, from the health of the river that runs between them to plans for new bridges to cross it. Together with the City of Gatineau, Ottawa is part of the fourth largest metropolitan area in Canada, with an economy to match.

Federal employment has long dominated the Ottawa economy, giving way through the 1990s to employment in high technology. With three universities and a combination of government and private research facilities, plus an active business community and well-educated work force, Ottawa is a seedbed for innovation. Future growth will depend on the city's continuing ability to develop its own talent pool and to attract talent in the international market.

Ottawa is increasingly cosmopolitan, with an estimated 1 in 4 residents born outside of Canada and 1 in 7 residents members of visible minorities. About 20 per cent of the population speaks a language other than English and French, while about 37 per cent speaks both official languages.

These are some of the qualities of Ottawa that this Plan seeks to preserve over the next 20 years. It proposes to manage growth in ways that enhance the liveability of Ottawa's existing communities while creating exciting new areas for housing, work, shopping, and recreation. The environmental integrity of the city is reinforced throughout the Plan. The city shines as both a national capital and as a great place to call home.

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Section 1 – Introduction

1.1 The Role of the Official Plan

The Ottawa Official Plan is the first plan for the new City of Ottawa and its guide to the 21st century. Creation of the City in 2001 brought 11 urban and rural municipalities and a regional government into one government structure, responsible for providing services to a population of about 800,000. Always the country's symbolic focal point, the amalgamated City is now among the country's most geographically extensive and populous urban areas.

Over the next 20 years, the City's population will push past the one million mark and possibly reach 1.2 million. This level of growth will open new opportunities for the city and its residents, but will also bring enormous change and new challenges. This Plan sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character, and the landmarks and landforms that distinguish Ottawa from all other places. The Official Plan is not a tool to limit growth but rather to anticipate change, manage it and maintain options.

The Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2021. It is a legal document that addresses matters of provincial interest defined by the Provincial Policy Statement under the Ontario *Planning Act*. But beyond this legal purpose, the Plan serves as a basis for a wide range of municipal activities. These include:

- The planning and approval of public works to be carried out by the City in support of future growth, including sewage and water treatment infrastructure, roads and transit facilities, and public parks;
- The drafting of a new comprehensive zoning by-law, which will help translate planning policies into a finer level of detail;
- The creation of community design plans, which will articulate key elements of community design as well as help establish local implementation priorities;
- The review and approval of development applications to provide guidance to prospective developers and landowners who want to alter existing land uses.

Through these and other implementing mechanisms, this Plan will ensure that growth “works” for Ottawa – that it will serve as a basis for realizing our collective vision of a liveable, prosperous, and sustainable city.

1.2 Structure of the Official Plan

This Plan is organized into four main sections (in addition to this introduction), which move from the most general planning principles to practical implementation measures. Section 2 lays out the strategic policy directions the City will follow over the coming years. Section 3 of the Plan establishes land-use designations and the associated policies. Section 4 covers matters related to the review of development applications, while Section 5 deals with more specific issues related to implementation and interpretation of

the Plan, including the monitoring framework. Volume 2 includes secondary plans, site-specific policies and Village plans.

The various sections are closely linked and are not meant to be read in isolation. Individual topics, such as the desire to create more transit-friendly communities, are raised in the various sections of the Plan as the text moves from an articulation of general principles in Section 2, to the more practical details related to implementing the principles found in later sections of the Plan. In order to help the reader navigate the Plan, an index and glossary are provided at the end of this document.

1.3 The Ottawa 20/20 Process and the Guiding Principles

This Official Plan has been prepared within the broader context of the Ottawa 20/20 initiative, a two-year planning process that will prepare the City to better manage the growth and change that it will experience over the next 20 years. The goal of the Ottawa 20/20 initiative is sustainable development. The classic definition of sustainable development is: "Meeting the needs of the present without compromising the ability of future generations to meet their own needs"¹. Sustainable development is a strategy that requires the integration of economic growth, social equity, and environmental management. It is about ensuring a better quality of life for everyone, now and for generations to come.

Ottawa 20/20 is a framework for managing growth through five-growth management plans to be completed by the spring of 2003. Taken together, the five growth management plans provide long-term strategic direction and form a comprehensive blueprint for the future of Ottawa and its communities. The five plans complement each other and will work together. In the spring of 2002, Ottawa conducted a series of public consultations designed to help establish the principles that would guide the city's growth. The "Charting a Course" consultations produced seven guiding principles that were endorsed by City Council in June 2002 and have become the backbone of the Ottawa 20/20 initiative. In addition to guiding the preparation of all growth management plans within the City of Ottawa, these principles will also guide the municipality's day-to-day decision-making.

The seven principles and accompanying objectives are equally important and must be balanced when making decisions.

The principles are:

A Caring and Inclusive City

- **Personal Safety and Security** – All people feel safe in their homes and communities.
- **Access to the Basics** – All people have access to adequate income, food, clothing, housing, transportation, health services and recreation.
- **Citizen Engagement** – Everyone has the opportunity to fully participate in the life of their community.
- **Diversity** – The people of Ottawa respect and celebrate cultural and social diversity, and have access to services that are responsive to special and differing needs.
- **Seniors** – Seniors have access to community services that respond to their needs.

¹ *Our Common Future* (1987), final report of the World Commission on Environment and Development (Brundtland Commission).

A Creative City Rich in Heritage, Unique in Identity

- **A Proud City** – The people of Ottawa are proud of their city and treasure its identity as a wonderful place to live.
- **A Capital City** – We cherish the city’s amenities, recognizing that as Canada’s capital city, we have a rich variety of things to do. Being the nation’s capital brings us tourists, gives us the national cultural perspective and a window to the world.
- **Vibrant Local Arts and Heritage** – Local arts and heritage give us community vitality; a path to creativity and innovation; and a sense of who we are.
- **Culture in Every Community** – Culture is present in every community through libraries, local museums and archives, the preservation of our heritage buildings, opportunities for artistic expression, and places that present and connect local arts to people.
- **Distinct Rural Countryside** – Ottawa’s rural areas are distinct from the urban areas – its rural landscapes, Villages and heritage are valued by all.

A Green and Environmentally-Sensitive City

- **A Green City** – Ottawa preserves natural habitats and has a network of green spaces. Trees are an important way of maintaining environmental integrity.
- **Development in Harmony with the Environment** – Using land wisely, development builds within the current urban boundary and avoids outward sprawl.
- **A Focus on Walking, Cycling and Transit** – Ottawa implements policies that favour walking, cycling and public transit over the use of private motor vehicles, thereby facilitating the use of modes of transportation that are socially accessible, environmentally healthy and economically feasible.
- **Clean Air, Water and Earth** – All people work to improve the quality of the natural environment; limit noise and light pollution; and protect natural resources and agricultural lands.

A City of Distinct, Liveable Communities

- **A Sense of Community** – All communities look right and feel right. They have an identity that defines them and fosters pride and belonging among residents.
- **Complete Communities** – Ottawa’s communities have a variety of housing choices, employment, parks and a wide range of services and facilities accessible by walking, cycling and transit.
- **Easy Mobility** – Communities are easy to get around and barrier-free for the disabled. There are wide sidewalks and recreational pathways; there is frequent, accessible transit service.
- **Beauty** – Ottawa’s communities are pleasing to the eye. They are interesting, clean, and benefit from an abundance of trees.

An Innovative City Where Prosperity is Shared Among All

- **Strong Export-Based Economic Generators** – Ottawa develops and supports local innovators to create a critical mass of knowledge and experience that attracts venture capital, more talent, and spins off new companies.

- **Strong Local Business** – Ottawa’s local businesses thrive in an environment that provides opportunities for entrepreneurship, tourism and commerce.
- **Strong Rural Economy** – All people recognize and support the special role of agriculture, rural businesses and tourism in our economy.
- **Connecting People to Opportunities** – Citizens have access to quality training, information, education and community services that provide support to overcome barriers; increase employment; reduce poverty; and create opportunities to participate in the community.
- **Connecting Businesses to a Skilled Workforce** – Ottawa’s skilled workforce attracts businesses to our city that in turn provide quality jobs.

A Responsible and Responsive City

- **Accountability** – The City demonstrates leadership by following through and sticking to its decisions and by conducting on-going strategic monitoring and making appropriate adjustments.
- **Fiscal Responsibility** – The City does not spend more than it can afford. It looks for innovative ways to fund and deliver services and makes efficient use of its infrastructure and resources.
- **Conduct an Open and Participatory Process** – The City conducts business in a broad and open way that makes it easy for everyone to participate and collaborate.
- **Partnerships** – The City works with other levels of government, the private sector and community-based organizations to achieve objectives.
- **Public Awareness** – The City educates the public about important issues in order to raise awareness and understanding to enable the public to make knowledgeable choices.

A Healthy and Active City

- **Recreation and Sport** – Citizens have the opportunity to participate in a broad range of recreational pursuits, personal fitness and sport activities.
- **Community Facilities** – Recreation, arts and heritage facilities are provided to meet both local and city-wide needs.
- **Accessibility** – Citizens have access to affordable and barrier-free facilities, programs and services.
- **Health Protection and Promotion** – Citizens have access to community-based social and health promotion services.

1.4 Ottawa’s Growth Management Plans

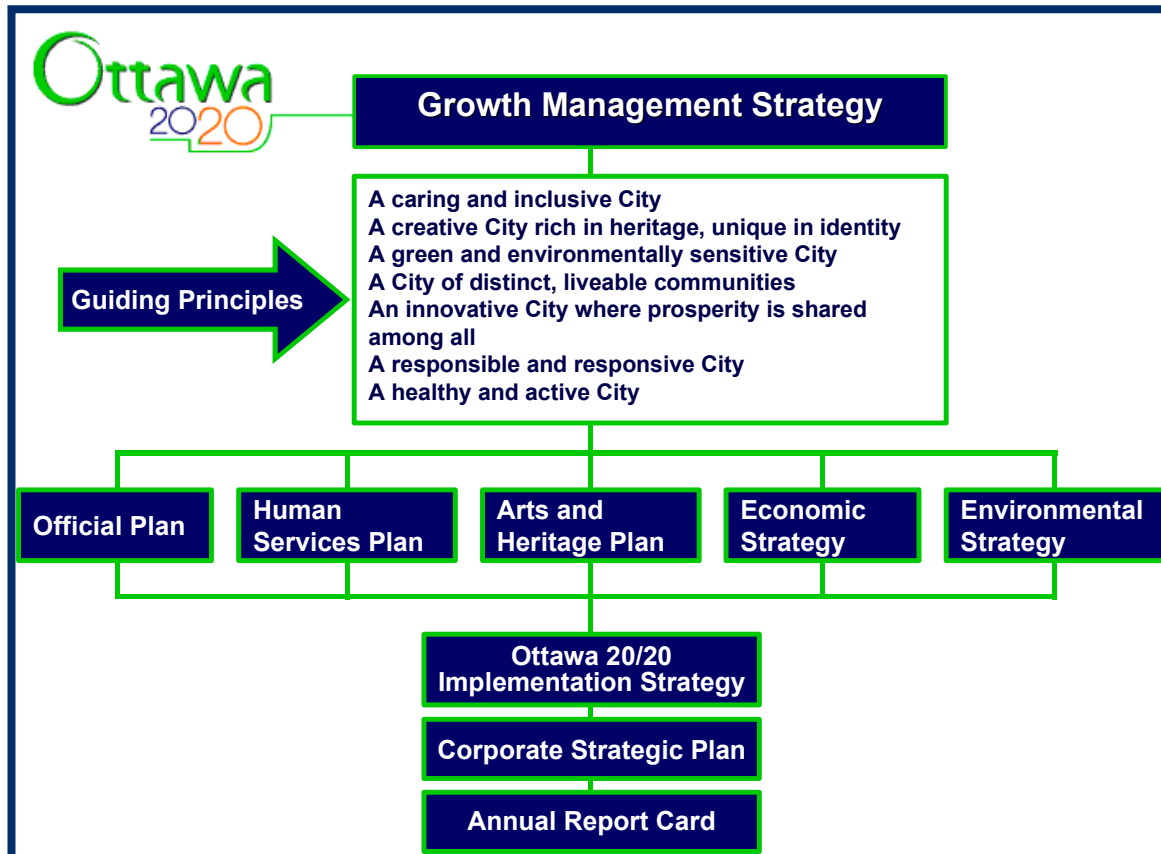
The five-growth management plans focus on the strategic priorities needed to turn these principles into more concrete policy directions that can guide staff and City Council in their decisions as they balance competing priorities. Besides the Official Plan, the City’s growth management plans are:

- **Human Services Plan** – From libraries to affordable housing, respecting our cultural diversity, emergency services, self-sufficiency through employment, celebrating the arts and consideration of our seniors, the Human Services Plan describes what People Services and Emergency and Protective Services can do and how the City will meet the needs of citizens in the future.

- **Arts and Heritage Plan** – Champions culture and creativity. Identifies new initiatives and actions in areas such as access to cultural opportunities, public art, heritage preservation, cultural facilities development and tourism.
- **Economic Strategy** – Building on the success and momentum of the Economic Generators Initiative, the Economic Strategy establishes policies to continue growing a strong and diverse economy. It includes plans for key Ottawa business markets: the export sector, the local market and the rural sector.
- **Environmental Strategy** – Focuses on the responsible management of all aspects of the City's environment. It sets the direction and establishes a comprehensive approach to create sound environmental management in City practices and policies.

With these other growth management plans in place, the Official Plan focuses on the land use, community design, transportation and infrastructure policies necessary to direct the physical development of the city. Consequently, some of the non-land-use policies found in the Official Plans of the former municipalities making up the new City of Ottawa are not contained in this Official Plan. Thus, it is important to interpret this Plan in the context of the overall Ottawa 20/20 initiative, which provides a comprehensive framework for managing growth in the City. Figure 1.1 illustrates the relationship among the various components of Ottawa 20/20.

Figure 1.1 – Ottawa 20/20



The Implementation Strategy will link the strategic priorities from the Ottawa 20/20 plans with the long-range financial planning and budgeting processes and will establish a framework for collaborating with the City’s many partners. The Corporate Strategic Plan, to be developed during 2004, will provide internal administrative and organizational processes necessary to support Ottawa 20/20 and its associated plans.

Progress towards implementing the strategies expressed in the plans will be assessed on an annual basis through the production of a Report Card based on quantitative and qualitative indicators. The report card will help track the cumulative effects of incremental decisions and their interactions, and help monitor whether public spending is serving real needs and achieving the desired results. The Ottawa 20/20 plans will be reviewed every five years to assess whether amendments are necessary.

1.5 Supporting Plans

Several supporting plans have been developed that provide a greater level of detail on important issues than is practical in the Official Plan itself. The purpose of these supporting plans is to set out infrastructure and program elements and strategies supportive of the policy directions contained in the Official Plan. In all cases, these plans are building on the substantial base of policy and direction that was in place in former municipalities. The Official Plan clearly indicates where it links to specific supporting plans.

The main supporting plans that have been or are being developed are:

- **Transportation Master Plan** – A comprehensive plan that sets out the City’s approach to managing and meeting the demand for transportation facilities, including walking, cycling, transit and roads;
- **Infrastructure Master Plan** – An integrated planning and system management document which coordinates the City’s efforts in meeting the demand for public water, wastewater, and stormwater services;
- **Greenspace Master Plan** – Characterizes and evaluates all components of greenspace in the city as a basis for a range of policies related to protection, acquisition and management.

Throughout the Official Plan are references to studies and plans that will enhance existing land-use policies. These have been gathered together in summary format in Section 5. Completion of any of these plans may result in amendment to the Official Plan or to other growth management plans.

1.6 How the Guiding Principles are Addressed in the Official Plan

Each of the five growth management plans addresses the guiding principles from its unique perspective. The Official Plan addresses the principles from a land-use and community design perspective. The following points indicate some of the ways that the Official Plan responds to each principle. The details and scope of each are found in Sections 2, 3, 4 and 5 of the Official Plan.

A Caring and Inclusive City

- Housing policies support increased availability of affordable housing and address the integration of a range of housing into all neighbourhoods to meet the varied needs of all household types including families, seniors and young people.
- Safety and security is addressed by policies on community design, floodplains, contaminated sites and unstable slopes, as well as a safe transportation system.
- Community design plans will be prepared for growth areas of the city using a collaborative planning approach that directly involves residents and other stakeholders.
- A better-balanced transportation system, which puts more emphasis on transit, cycling and pedestrian facilities, and improves mobility and access for all citizens, including those who do not own a car.

A Creative City Rich in Heritage, Unique in Identity

- Compatibility criteria address urban and rural historic sites and strengthen the identities of local communities.
- A series of policies preserve Ottawa's built heritage of architectural, historical, and cultural significance.
- Community design plans help create complete communities.
- Amenities are protected and enhanced (river shores, parks, trails).
- A design-oriented strategy places greater emphasis upon quality design. How the pieces go together in a three-dimensional way, through quality buildings, streets and open spaces, will become more important than traditional planning criteria.
- "Context" and "fit" are important considerations in terms of the evaluation and approval of compact, mixed-use development.
- The incorporation of public art in buildings, civic works, and landscapes is encouraged.
- The City supports the Central Area as a focal point. More people choose to live downtown because of the quality of life it offers.
- Rural development is focussed on Villages, and agricultural lands and environmental features are preserved.

A Green and Environmentally-Sensitive City

- Planning on the basis of natural systems to protect and enhance natural processes and ecological functions (e.g., watershed planning, groundwater and surface water protection and greenspace policies) is supported.
- Policies to protect natural diversity (e.g., urban and rural woodlands, wetlands, and wildlife habitat) are provided for.
- Natural resources (e.g., agricultural land, minerals, and natural environment areas) are designated and protected.
- Soil contamination is identified and dealt with.
- Focusing on alternative modes of transport and reducing the reliance on the automobile improve air quality.

A City of Distinct, Liveable Communities

- Community design plans provide specific criteria for areas identified for intensification and ensure planning policies respond to the specific needs and opportunities of those communities.
- The qualities that make neighbourhoods special and contribute to their identity are valued in any consideration of land-use change.
- A mix of land uses, housing types, compact and inclusive development, clustering of neighbourhood facilities and services and excellent pedestrian connections make communities more complete as well as walkable. Their attractiveness is increased by proactive urban design guidelines extending to the public realm and the desired relationships between land use, built form, and landscape.

- Liveability is addressed by accommodating new growth and development in a more sustainable manner utilizing compact, mixed-use built form principles, including a moderate increase in density.
- In underdeveloped areas, density is increased by adding more buildings in appropriate locations.

An Innovative City Where Prosperity is Shared Among All

- Sufficient serviced urban land is provided to meet long-term employment needs and move towards a balance of jobs and housing in communities.
- The attractiveness of the city is actively cultivated as a major contributor to its economic health and vitality.
- A full range of commercial goods and services for residents is available at appropriate locations throughout the city.
- A strong, healthy business community is supported by the city.
- Home-based businesses are permitted throughout the city.
- A full range of employment activities are accommodated in the Central Area and a strong and vibrant downtown is actively supported.
- A wide range of economic development activities – from farming and tourism to home-based businesses – is permitted in the rural area.
- The transportation system is keyed to land use, such as high-quality transit to employment nodes.
- Land-use intensification, infill development, and mixed-use development are reinforced in order to improve the business environment, make service provision more efficient and enhance the quality of life.
- Partnerships and innovative approaches are explored to work with the business and development community to achieve a compact, mixed-use pattern of development.
- The provision of affordable housing by the public and private sectors is promoted as a key vehicle for sharing economic prosperity and stimulating growth.

A Responsible and Responsive City

- The existing infrastructure is used more effectively. More compact and infill development reduces the need to extend infrastructure to new areas.
- Urban growth is contained within a firm boundary that maintains good quality agricultural lands and the rural countryside, and minimizes impacts on the natural environment.
- The link between development and public transit is strengthened.
- Growth and development is accommodated in a more sustainable manner, utilizing compact, mixed-use urban form in appropriate locations.
- The existing housing stock is protected and conserved.
- The City uses the community design plan process and collaborative planning to both empower the community and achieve the objectives of the Official Plan at the local level.

A Healthy and Active City

- Human and ecosystem health issues are addressed through such means as reducing the reliance on the private automobile to lessen the impact on air quality.
- The provision of parklands, recreational pathways and facilities, community gardens, walking and cycling provide opportunities for a healthy lifestyle.
- Policies that foster the development of more compact, mixed-use development and design policies provide opportunities for walking in a pedestrian-oriented environment.
- Policies to protect groundwater help to ensure potable drinking water in the rural area.

1.7 Interpretation and Implementation of the Official Plan

The policies contained in this Plan are designed to help guide day-to-day decision-making on land-use issues in the city. One key to translating Official Plan policies into consistent decisions “on the ground” is the zoning by-law. This comprehensive municipal regulatory document, based on wide public consultation, sets out the permitted uses, densities, and other important rules for development.

Another key tool for implementing this Plan is the provision for creating community design plans. These plans, to be developed in close collaboration with the affected communities, will provide detailed direction to development in specific areas of the city. Community design plans focus on providing solutions that are innovative and attractive while respecting the policies expressed in the Official Plan. They help interpret the general policies found in the Official Plan and ensure their relevance to each of Ottawa’s diverse communities. In all cases, it is the intent of the City to build on work that has already been completed, such as existing secondary plans, and to enhance it, where required, to achieve the objectives of this Plan.

It is important to recognize that the assumptions that lie behind the policies expressed in the Official Plan may change over the timeframe of the Plan (from 2003 to 2021). For instance:

- Population growth may differ from current projections;
- The demand for housing or other types of land uses may change due to emerging economic trends;
- The supply of serviced land may be consumed more quickly or slowly than foreseen in the current Plan;
- The City’s ability to invest in infrastructure may be restricted by financial constraints.

While the Plan is conceived in a way so as to remain relevant despite minor changes in these and other variables, major changes may require the Plan to be updated from time to time. Towards this end, the City will monitor relevant conditions and make adjustments to the Plan or the implementing actions as necessary, as part of the five-year review.

The impetus to amend the Plan may also come from the planning applications, such as when a property owner requests a change in land use that is not consistent with the provisions of the Plan. Under these circumstances, City Council may consider the proposed amendment while taking into account the impact the proposed change might have on the City’s ability to achieve the policies set out in the Plan. City Council will consider the compatibility with existing communities; whether the change in land use is really needed given the supply of already-designated land in the same category; and the effect of the proposed change on the need for water, wastewater, transportation, and other City services.

Finally, implementing this Plan will require the cooperation of a wide variety of actors outside the municipal administration, not only because they must respect the Plan but also because they have the mandate, experience and expertise to implement much of it. The City must partner with the provincial and federal governments, including the National Capital Commission, as well as the City of Gatineau and the Province of Québec, on issues related to transportation infrastructure, management of natural resources, economic development, and more. The private sector, including builders and developers, has an increasing role to play through partnerships with the City. Examples include building and managing facilities and services, economic development, provision of mixed-use projects, and more. A host of agencies such as the Conservation Authorities, school boards, and non-profit and cooperative housing associations have responsibilities that contribute to the quality of life in Ottawa. Finally, individuals and community groups do much already to define public issues and solutions and their on-going participation is essential to implementing this Plan.

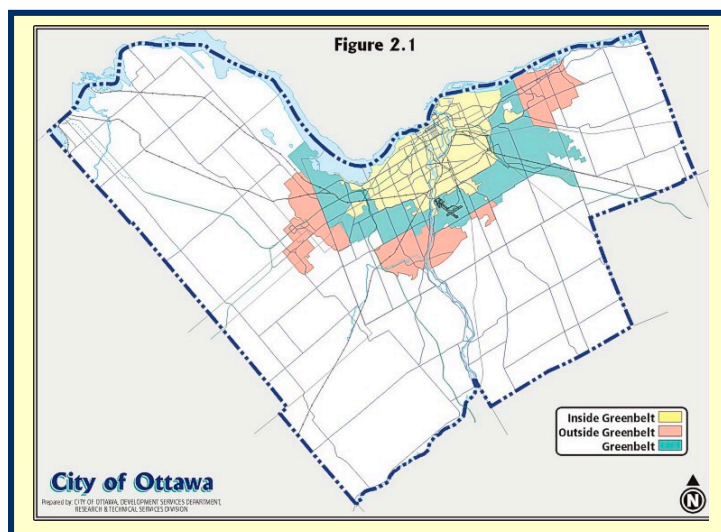
Each of these diverse entities, groups and interests has resources to bring to the table, whether they are financial, knowledge-based, motivational, or physical. The City will make the best use of this web of resources by seeking out new partnerships and innovative approaches to achieving the vision laid out in this Plan.

Section 2 – Strategic Directions

2.1 The Challenge Ahead

As migration from elsewhere in Canada and other countries continues, Ottawa's population is projected to grow by up to 50 per cent by 2021.² And because the average number of people in each household is gradually declining, the number of households in Ottawa is projected to increase even faster than the rate of population growth – by up to 60 per cent over this time period. This means that almost 190,000 new homes may be needed in Ottawa within the next 20 years.

As the children of baby-boomers leave home and form their own households, both parents and children will live in smaller households. In addition, the aging of the population is creating more seniors' households. Thus, much of the demand for new housing after 2006 is expected to be for smaller units, such as apartments.



About two-thirds of the added housing stock will be located outside the city's Greenbelt. Many of the new dwellings there will be in the form of single-detached homes, but at least 40 per cent will be either townhouses or apartments. Within the Greenbelt, where about one-third of the housing growth is expected to occur, most new housing development will be in the form of apartments.

Employment growth is expected to be robust over the coming years, driven by expansion in the information technology and federal government sectors. Indeed, aggressive assumptions about job growth underpin the population projections. The projections assume that over the next 20 years, job creation occurs at a high rate and triggers up to 20,000 in-migrants annually in the peak growth years of 2006 to 2011 for the rural area and the urban area inside and outside the Greenbelt, as shown in Figure 2.1 and Figure 2.2. The city's job base is expected to grow by about 270,000 by 2021, with urban job growth slightly higher outside the Greenbelt than inside it, and some additional employment occurring in the rural areas. About half the soils in the rural area are suitable for sustained agricultural production, making agriculture the backbone of the rural economy and a key element of Ottawa's economy. Resource extraction, manufacturing, tourism, transportation services and construction contracting also contribute to the vitality of the rural economy.

² City of Ottawa, Population, Employment, Household and Dwelling Projection, 1996-2031 (May, 2001), The Centre for Spatial Economics.

Figure 2.2

City of Ottawa Population, 1991 to 2021				
	Population			
	1991	2001	2011	2021
Inside Greenbelt	492,000	517,000	562,000	588,000
Outside Greenbelt:				
West	45,000	73,000	132,000	186,000
South	22,000	42,000	110,000	172,000
East	72,000	88,000	111,000	131,000
Total Urban	631,000	720,000	915,000	1,077,000
Total Rural	70,000	80,000	97,000	115,000
Total	701,000	800,000	1,012,000	1,192,000
City of Ottawa Households, 1991 to 2021				
	Households			
	1991	2001	2011	2021
Inside Greenbelt	200,000	223,000	257,000	283,000
Outside Greenbelt:				
West	14,000	24,000	45,000	67,000
South	7,000	13,000	36,000	61,000
East	21,000	29,000	39,000	50,000
Total Urban	242,000	289,000	377,000	461,000
Total Rural	22,000	27,000	33,000	41,000
Total	264,000	315,000	410,000	502,000
City of Ottawa Employment, 1991 to 2021				
	Employment			
	1991	2001	2011	2021
Inside Greenbelt	342,800	403,000	479,000	514,000
Outside Greenbelt:				
West	13,600	36,000	76,000	90,000
South	2,600	8,000	45,000	70,000
East	10,400	15,000	31,000	45,000
Total Urban	369,400	462,000	631,000	719,000
Total Rural	13,600	18,000	25,000	29,000
Total	383,000	480,000	655,000	749,000
Notes:	1. Totals may not add due to rounding 2. 1991 and 2001 are actual, 2011 and 2021 are projected 3. Population and households are based on post-censal estimates			

Ottawa will meet the challenge of this 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 because destinations are conveniently grouped together. 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.

This approach 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 four 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.
- Rural development will be directed to Villages to enhance their vitality, with provision for Village expansion where it is economically feasible and environmentally sound.
- Growth in the urban area will be directed to areas where it can 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.

Providing Infrastructure

- A transportation system that emphasizes transit, walking and cycling 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.

Maintaining Environmental Integrity

- Air quality will be supported by a transportation system that emphasizes transit, walking and cycling, 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 development in a way and to locations that maintain ecosystem functions over time.
- Greenspaces will be valued and protected for their environmental, cultural heritage, recreational, educational and aesthetic qualities.

Creating Liveable Communities

- The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.
- 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 provide for a wide range of rural and urban economic activities in suitable locations.
- 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 maintained 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 urban and rural area will be open and inclusive.
- Agricultural lands will be preserved for future generations and mineral resources will be protected for extraction.

These strategic directions are developed further in policies in this section of the Plan that guide city decision-making and the expectations of residents, developers and other planning stakeholders. Subsequent sections will translate these policies into more detailed direction on how land is to be used and how development applications are to be reviewed.

2.2 Managing Growth

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 transit, cycling and walking 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, healthier city. This is the most cost-effective pattern for the provision of municipal services and infrastructure.

Within the designated urban area, growth will be directed to locations with significant development potential. Within the rural area, growth will be directed to Villages. Decisions on changing boundaries of the urban area and Villages will be guided by the policies of this Plan.

2.2.1 Urban Area Boundary

The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services. The land within the urban boundary represents a 20-year supply of urban land. The Provincial *Planning Act* requires the City to designate enough land for urban development to meet the demand projected for a time horizon of up to 20 years. Decisions about when and where to extend the boundary have major implications for public spending on infrastructure and have major impacts on the city's form. 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 will then consider boundary extensions within the framework of the following policies.

Policies

1. The City will accommodate growth by directing it to urban areas shown on Schedule B, where urban services already exist or can be efficiently provided. 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 20-year requirement for housing, employment and other purposes.
3. Every five years, the City will undertake a comprehensive review to assess the need to designate additional land to meet its requirements. This assessment will consider such matters as:
 - a) The forecasted demand for land for housing and employment in the 20-year period;
 - 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-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 20-year requirement through reconsideration of permitted land uses;
 - e) The effectiveness of planning policies designed to create a more compact development pattern.
4. If the assessment indicates a need for additional urban land, the merit of designating land in different locations and amounts will be compared and evaluated in consultation with the community, landowners and other interested parties based on:
 - a) The impact on existing or proposed development on adjacent land, in terms such as traffic, housing and employment ratios, and the availability of open space and community services;

- b) The need to preserve the National Capital Greenbelt, agricultural areas, mineral resource areas, and environmental areas designated in this Plan. Where an urban designation is considered for any of these areas, there must be sufficient evidence that there are no reasonable alternative locations that avoid these designations. For Agriculture Resource Areas, additional justification is required to demonstrate that there are no reasonable alternatives that make use of poorer soils in the designation;
 - c) The need to provide roads, transit, water, stormwater and wastewater services, and other municipal services and facilities in addition to the infrastructure approved in master plans for these facilities, and the cost of providing same;
 - d) 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 the five-year assessment of the urban land supply. 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 land supply assessment, City Council amends this Plan to designate additional urban land, such an addition will be sufficiently large to create a complete new community or to complete an existing community, and will be designated Developing Community (see Section 3.6.4) where future development is based on a community design plan.

2.2.2 Village Boundaries

Growth within the rural area, which historically has accommodated about 10 per cent of the city's population, will be focused on Villages, as designated on Schedule A. Focusing growth in Villages provides residents with better access to community facilities and services, particularly for seniors and youth. While individual homes will continue to be built throughout the rural area on existing lots of record, the shift towards Village development means that the open space character of the rural area will be maintained. At the same time, fewer conflicts will arise between residential uses and rural businesses such as farms, mineral extraction and industrial processing. Rural communities will continue to grow, to house and employ their young people within a strong rural economy, and to support a widening range of community services, churches, schools and businesses.

Policies for the General Rural Area address the review of land uses within 1 kilometre of a Village boundary to ensure they do not impede future expansion potential.

Policies

1. When considering a proposed amendment to a Village boundary, including modest expansions of small Villages entirely within Agricultural Resource Areas, City Council will consider its impact on any of the policies of this Plan and in particular:
 - a) The need to preserve agricultural areas, mineral resource areas, and environmental areas designated in this Plan. Where a Village designation is considered for any of these areas, evidence must be provided that there are no reasonable alternative locations that avoid these designations.

- Additional evidence must be provided for agriculture areas that there are no reasonable alternatives that make use of poorer soils in the designation;
- b) The ability of the proposal to meet the rural servicing requirements described in Section 4.4;
 - c) The effect of the proposed change on the structure and character of the Village and the provision of municipal services there;
 - d) The supply of lots within existing designated Villages and their relative suitability for development compared with the new lots that would be created by the proposed Village expansion;
 - e) The proximity of the proposed expansion to the urban boundary.
2. If a proposed amendment to a Village boundary is approved, development in the affected area will be guided on the basis of a community design plan which, among other matters, will safeguard the Village character.

2.2.3 Managing Growth Within the Urban Area

The projected urban population and associated land required for housing and jobs can be accommodated within the existing urban area provided:

- Development in greenfields occurs at densities somewhat higher than densities achieved in greenfields in the past; and
- Land uses intensify within existing areas of development.

Intensification means that the density of development, measured in households or employment per hectare, increases. Intensification occurs along a continuum, from expansion of an existing use or infill on a vacant lot, right up to large-scale redevelopment of an area such as Rockcliffe Airbase.

Within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land.

Central Area – The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation. Parliament Hill and a host of national institutions such as the National Gallery draw thousands of visitors to the core of Ottawa every year. Over time, its distinctive qualities will be enhanced by providing for a greater range of uses, paying particular attention to the quality of community design and ensuring that residential uses are strengthened. Substantial growth is anticipated.

Mixed-Use Centres – A number of higher-density centres with a mix of land-use activities provide a skeletal structure for the city. Town Centres in Orléans, Kanata and South Nepean are focal points for housing, jobs and commercial services outside the Greenbelt. Areas like Tunney's Pasture and Confederation Heights have developed as employment centres around the rapid-transit network. Additional development and a greater mix of uses around and within these locations will make more effective use of rapid-transit and increase the range of services available to employees and nearby residents. Such areas should develop into dynamic centres of activity to serve wider areas of the municipality. Development in these areas can strengthen the urban structure, better balance housing and employment uses, and make

transit provision more efficient. They offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city. Mixed-Use Centres will grow substantially, but in a way that complements the development pattern within and adjacent to them.

Employment Areas and Enterprise Areas – These areas accommodate a range of commercial and industrial uses: transportation terminals and heavy manufacturing plants, warehouses, and warehouses combined with retail or service outlets, high technology manufacturing, institutional uses, retail, and commercial services such as restaurants and recreation facilities. In the past, they excluded residential uses and were largely developed at low or medium densities. However, several Employment Areas were developed in the 1990s with three- to six-storey office buildings and employment densities were high. New development to meet the daily needs of employees is welcomed in these areas to make them more attractive and convenient places to work. Also, residential uses may be introduced in Enterprise Areas, subject to provisions in Section 3 of the Plan.

Developing Communities – Large undeveloped lands, called “greenfields”, within the urban boundary serve as locations for new communities or for new development that completes existing communities. Currently, one large area inside the Greenbelt, the former Rockcliffe Airbase, has the potential to be entirely redeveloped. These areas have the opportunity to provide a mix of housing types and a balance between jobs and housing so as to create a balanced community from the outset. These areas will develop with a slightly higher density and greater mix of uses than new communities in the recent past.

Mainstreets – These are the arterial roads that have developed as focal points for shopping, offices and community interaction. Additional development in these locations can reinforce these functions and achieve a more urban, densely developed form. Mainstreets can be developed in a manner that sensitively builds on existing neighbourhoods and is more pedestrian supportive. New mainstreets may emerge over time through infilling of areas that are now vacant or underused. This Plan recognizes that Mainstreets developed at different times in the inner city and in suburban areas and thus have different characteristics.

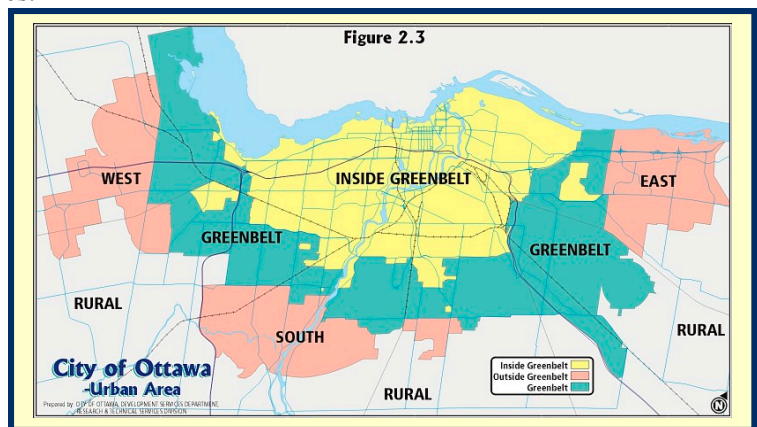
In these areas, the objective of new development is to provide for a mix of uses. Mixed-use development combines housing, employment, shopping, recreation or other uses within the same building or within walking distance of each other. A mix of land uses permits people who live and work in the area to satisfy many of their daily needs locally instead of having to travel to other parts of the city. Providing enough land for a mix of jobs and housing across large areas of the city creates opportunities for some residents to live and work in the same area, which also reduces the need for travel.

Within the **General Urban Area**, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations described above.

Policies

1. All intensification of land uses will occur in accordance with the criteria set out in Section 2.5.1. Where the zoning by-law permits the intensity of use, the focus will be on the design and the extent to which the design can contribute to compatibility. Where a zoning by-law amendment is required, the appropriateness of the scale of development will be evaluated along with the design and its compatibility.

2. Most new urban development is directed to Developing Communities, Mixed-Use Centres, Mainstreets, Employment Areas, Enterprise Areas and the Central Area. Policies specific to each of these designations are found in Section 3 of this Plan.
3. The City supports intensification and infill development throughout the urban area, including areas designated General Urban Area. The City will promote opportunities for intensification and infill in the following cases, provided that all other policies in the Plan are met:
 - a) Lands within 600 metres of future or existing rapid-transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores;
 - b) Lands that are no longer viable for the purpose for which they were intended, such as older industrial areas, exhausted quarries, or abandoned transportation corridors that are not planned for open space or designated as Recreational Pathways; (School sites are generally not included in this category and will be treated on a site-specific basis);
 - c) Lands where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner, such as on under-utilized shopping centre sites;
 - d) Lands currently or formerly used as parking lots or other extensive storage purposes;
 - e) Lands where records indicate existing contamination due to previous commercial or industrial use, but which can be made suitable for development if cleaned up.
4. To promote compact, mixed-use development, the City will:
 - a) Investigate financial incentives for residential development within mixed-use projects;
 - b) Strategically review the use of municipally-owned lands, except land zoned for environmental or leisure uses, to facilitate compact and mixed-use development;
 - c) Consider how to reduce the amount of land used for parking, through such measures as reductions in parking standards and the creation of municipal parking structures;
 - d) Partner with others in building commercial and residential development over transit stations, municipal parking structures, and municipal offices and facilities;
 - e) Negotiate an increase in building density in exchange for developing municipal facilities, transit stations, and public cultural facilities.
5. In all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the three urban communities outside of the Greenbelt as shown in Figure 2.3.



6. Applications to amend the zoning by-law within urban areas to eliminate residential apartments as a permitted use, or to change the permitted use so that the effect is to down-zone a site, will not be permitted unless there is an equivalent rezoning to ensure no net loss of apartment potential or maintenance of unit yield potential through other forms of multiple-unit housing.
7. In situations where City Council has approved a concept plan that permits residential apartment uses in an urban area, but an amendment to the zoning by-law has not yet been enacted to implement the concept plan, City Council will ensure that the enabling zoning by-law amendment permits residential apartment uses.
8. Applications to amend the zoning by-law for residential or mixed-use purposes in an urban area, where no concept plan exists, will provide for a mix that includes at least 40 per cent apartments and other multiple units, such as townhouses, on lands that are:
 - a) At rapid-transit stations;
 - b) On arterial roads where the site lies adjacent to, or between, developments of a similar nature;
 - c) On large tracts of vacant parcels.
9. For all housing forms, the City will implement alternative municipal infrastructure and development standards (such as reduced road right-of-way width, utility trenching requirements and reduced parking standards in areas serviced by public transit) in the context of a subdivision application.

2.3 Providing Infrastructure

Land use and infrastructure issues are strongly inter-related and together form a cornerstone of the City's growth management program. Of key importance in this respect is the link between land-use patterns and transportation facilities. The provision of transportation infrastructure deeply affects land-use patterns because it brings a new range of destinations "closer" and encourages travel to them. This influences residents' decisions about where to live and work, and may change where businesses choose to locate within the city. Land-use patterns affect the performance of transportation systems and the travel options realistically available to residents. For instance, low-density, single-use areas cannot support a frequent transit service and thereby encourage private automobile use, while higher-density mixed-use centres provide concentrated destinations that are more easily served by good-quality transit.

Likewise, the provision of urban infrastructure – such as drinking water, wastewater disposal and drainage – shapes development patterns by making more intense use of the land base possible. Thus, policies governing the extension and upgrade of infrastructure can provide key levers for managing urban growth.

If the city is to grow in an efficient manner and achieve the vision set out in this Plan, it is essential that land use and infrastructure policies be "pulling" in the same direction. This part of the Plan sets out the City's policies governing the planning and provision of urban infrastructure and these policies are further reflected in subsequent sections of the Plan on designations and the review of development proposals. More detailed information on infrastructure priorities, programs and investment will be contained in the Transportation Master Plan and Infrastructure Master Plan. Because of the close link between this Plan and those supporting plans, any decision to review this Plan will lead to a review of the supporting plans, and vice-versa.

2.3.1 Transportation

A transportation system can emphasize either mobility or accessibility. Emphasizing mobility means providing the transportation facilities (roads, bus routes, etc.) to get people from one part of Ottawa to their destinations in other areas, no matter the distances involved. In contrast, emphasizing accessibility means planning the city to bring people closer to their destinations and making it easier for people to reach jobs, services, education and recreation.

Accessibility also means increasing the range of options open to people who need to travel within the city. Some residents of Ottawa already have access to quality transit, walking and biking facilities, but these transportation options need to be extended to other areas of the city.

Shifting from an emphasis on mobility to an emphasis on accessibility means creating land-use patterns that reduce the need to travel great distances across the city and encourage alternatives to car travel. More compact and mixed-use development throughout developing areas of the city and a stronger series of urban centres to anchor the transit system is essential to achieving the Plan's transportation goals.

This strategic direction is compatible with the City's desire to protect and improve the natural environment, as it will reduce the amount of land used for new transportation facilities and decrease air pollution and greenhouse gas emissions from private automobile use. It will also help minimize the disruption of road construction in established communities and help reduce the amount of traffic in our neighbourhoods.

Accommodating the movement of people during the morning and afternoon peak hours is the major transportation challenge for the planning period. However, independent of City actions, some significant changes in travel are anticipated, including increased reliance on communication technologies to replace travel and the extension of peak-period travel over a longer period as the city grows.

The major change, though, will be a substantial increase in the use of public transit and reduced dependence upon automobile use during peak hours. Increasing the percentage of trips by transit from today's level of 17 per cent of total passenger trips using motorized modes (transit or automobile) to about 30 per cent by 2021 is crucial to meet growing travel needs. This doubling of the share of travel by transit is very ambitious, in that it far exceeds current usage levels for all of the larger urban areas in Canada and the United States. In fact, it is comparable to the levels realized by many European cities.

Despite the focus on increased transit use, there will be a need for on-going improvements to the road infrastructure network. With a 30 per cent modal split in favour of transit, new roads and road widenings identified in the Official Plan (1997) of the former Region of Ottawa-Carleton will still be needed to accommodate projected traffic volumes in 2021.

The rapid-transit system will also be expanded to directly serve much more of the urban area. Complementary measures will also be needed to enhance the relative attractiveness of transit over private automobile use. These measures include controlling parking supply and pricing parking appropriately.

The City is preparing a Transportation Master Plan (TMP) that identifies the transportation policies, facilities and services that the City intends to put in place over the next two decades in order to meet the travel needs of residents and businesses in Ottawa and to support the development pattern identified in the Official Plan. The TMP policies will guide the operation of the City's day-to-day transportation programs and provide a basis for developing the annual and five-year capital and operating budgets. While the TMP does not establish design or operating details, it will identify the need for separate guidelines that will give

detailed support to policy objectives. It has several recurring themes consistent with the Ottawa 20/20 growth management vision, including minimizing costs, minimizing unnecessary travel, minimizing automobile dependence, keeping neighbourhoods liveable, protecting public health and the environment, and making efficient use of current infrastructure and services.

As an interim policy the City will seek to achieve the following increases in the share of peak-hour travel by pedestrian, cycling and public transit modes by 2021:

- Walking modal share of all person trips – from 9.6 per cent in 2001 to 10 per cent in 2021;
- Cycling modal share of all person trips – from 1.7 per cent in 2001 to 3 per cent in 2021;
- Public transit – from 17 per cent of total motorized trips in 2001 to 30 per cent in 2021.

Policies

Transportation Master Plan

1. The City will implement a Transportation Master Plan that sets out Transportation Demand Management (TDM) programs, transportation system management programs and transit-priority measures as described in the policies below. When the new Transportation Master Plan is approved in 2003, this Plan will be amended as required to reflect any needed policy or schedule modifications.

Transportation Demand Management

2. The City will implement a comprehensive Transportation Demand Management (TDM) program as part of its long-term efforts to reduce automobile dependency. TDM measures can reduce transportation infrastructure needs, congestion and pollution by minimizing the need for personal travel and encouraging people to change their travel mode, timing or destination. The City's TDM program will involve independent action as well as partnerships with the private sector, other governments and non-governmental organizations including educational institutions and community groups. It will make alternatives to driving more attractive, build a positive public attitude towards them, and provide information and incentives that encourage individuals to reduce their car use.
3. To demonstrate its commitment to leadership, the City will act as a role model by implementing measures that enhance its employees' options for commuting and business travel.
4. The City will minimize the effect of excessive traffic speed and volumes on residential neighbourhoods by researching and implementing measures and programs as part of its TDM program to enforce speed limits, discourage speeding, cut through traffic and reckless driving, and encourage walking, cycling and transit as preferred methods for trips in or through neighbourhoods.

Transportation System Management

5. The City will implement a comprehensive Transportation System Management (TSM) program. TSM refers to strategies that can be implemented to make more efficient use of existing facilities through improved management and operation of transportation infrastructure. TSM focuses on optimizing existing infrastructure, for example, adjusting traffic control devices to maximize traffic flow.

Walking

6. When undertaking comprehensive land-use planning studies, especially community design plans (see Section 2.5.7), the City will emphasize the creation of pedestrian-friendly environments.
7. The City will require, where feasible, that all new development or redevelopment provide walking facilities in accordance with the policies of Section 4.3. This includes, for example, providing safe, direct and attractive pedestrian access between public sidewalks and building entrances.
8. In the construction or reconstruction of transportation facilities, such as roadways, bridges, and transit stations, and public buildings, such as community centres and libraries, the City will ensure the provision of facilities to address the needs of pedestrians where feasible.
9. The City will support walking through promotion and education initiatives that address issues such as personal security; safe behaviour by vehicle drivers, cyclists and pedestrians; and an appreciation of the health and environmental benefits of walking and costs of the private and public travel choices.
10. The City will prepare a Pedestrian Plan by the end of 2004, which will outline guidelines and standards for pedestrian facilities and circulation, identify discontinuities in the pedestrian network, and develop a network implementation strategy. The plan will guide the City in the development and implementation of new programs and facilities to encourage people to walk and to reduce their dependence on the automobile.

Cycling

11. When undertaking or reviewing comprehensive land-use planning studies, such as community design plans (see Section 2.5.7), the City will require that emphasis be placed upon creating environments highly favourable to cyclists.
12. The City will require, where feasible, that all new development or redevelopment provide cycling facilities in accordance with the policies of Section 4.3. For example, bicycle parking spaces will be located in highly visible and lighted areas, sheltered from weather if possible.
13. In the construction or reconstruction of transportation facilities (roadways, bridges, transit stations, etc.) and public buildings (community centres, libraries, etc.), the City will ensure, to the extent possible, the provision of facilities to address the needs and safety of cyclists.
14. The City will protect corridors for and develop the network of major urban cycling routes identified on Schedule C. Schedule C includes those routes identified in the approved cycling plans of the former regional and local governments now making up the City of Ottawa and select routes shown in the National Capital Commission's study, *Integrated Network of Recreational Pathways for the National Capital Region*. As illustrated on Schedule C, the City will accommodate commuter cycling needs on the road network to the greatest extent possible. However the network of major recreational pathways, identified on Schedules I and J, may also be used by commuter cyclists.
15. The City will prepare a Cycling Plan by the end of 2004, which will include harmonizing cycling policies, establishing supporting guidelines and updating a plan for the integrated cycling network. The Cycling Plan will guide the City in the development and implementation of new programs and facilities to encourage people to cycle. Schedule C will be amended to reflect the integrated cycling network of the Cycling Plan.

16. As part of the implementation of policies 14 and 15, the City will identify missing links in the cycling network and develop a program to rectify these discontinuities. Discontinuities in the recreational pathway network (see Section 4.6.5) will be addressed through the Greenspace Master Plan.
17. The City will support cycling through promotion and education initiatives that address issues including, but not limited to, proper driver and cyclist behaviour, safe cycling techniques, awareness of designated cycling routes, and an appreciation of the health and environmental benefits of walking and costs of the private and public travel choices.

Transit

18. The City will protect corridors for and develop the rapid-transit network and transit-priority network as shown on Schedule D. Rapid transit means a convenient, fast, and frequent public transportation service that features a high carrying capacity. Rapid transit operates on its own right-of-way, as a separate system or in shared corridors, and is not delayed in general traffic. The rapid-transit network consists of an interconnecting system of existing and planned rights-of-way and corridors in which a rapid-transit facility, such as a transitway, O-Train, or streetcar, may be located. A transit-priority network is a system of primarily arterial roads upon which transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability. Specific segments of the transit-priority network may represent the interim stage in the long-term development of a rapid-transit network.
19. The City will introduce rapid-transit quality service at an early stage in the development of new urban communities. As these communities mature, they will ultimately be served by the extension of full rapid-transit facilities.
20. The City may acquire lands for transit rights-of-way as a condition of approval for a subdivision, severance, site plan, condominium or minor variance.
21. The City will improve the speed and reliability of transit service by providing transit-priority measures to lessen delays on transit vehicles caused by other traffic and traffic control signals. Transit-priority measures will be implemented for those transit-priority corridors identified on Schedule D and at other opportune locations.
22. In new development, the City will require that the layout of the road network be designed to facilitate transit routing and ensure reasonable walking distances to transit stops, as required by Section 4.3.
23. Further to any land-use requirements associated with a particular designation, development within 600 metres of transit stations will occur in accordance with Section 4.3.
24. In addition to the provision of excellent pedestrian and cycling access to transit stations, the City will ensure, where feasible, the provision of separate multi-use pathways in or adjacent to rapid-transit corridors.
25. The City will pursue partnerships with the private sector to develop lands at or over transit stations and park-and-ride facilities.
26. The City will ensure the provision of park-and-ride facilities to enhance accessibility to rapid-transit services at selected stations and other appropriate sites. In this regard, the City may require that the proponents of major development at existing or planned rapid-transit stations provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, rent, operation or shared use.

27. The City will work with the City of Gatineau and the federal government to improve transit service between the Cities of Ottawa and Gatineau.
28. At the time of initial development or at a later date, the City in partnership with affected parties may construct pedestrian overpasses to provide improved access to rapid-transit facilities such as the overpass between the transitway and the Blair Road office complex south of Highway 174 and the overpass proposed for the Rideau Canal that will connect Centretown and the transitway. Other sites that could be considered for pedestrian overpasses in the future include the Ottawa baseball stadium on Coventry Road and the Algonquin College Woodroffe Campus.

Roads and Rights-of-Way Protection

29. The City will develop the road network shown on Schedules E to H to provide for the safe and convenient movement of people and goods.
30. The City will protect rights-of-way for the road network shown on Schedules E to H and as listed in detail in Annex 1. A description of the road network classification and further rights-of-way protection policies are also found in Annex 1.
31. An amendment to this Plan is required when an arterial road or city freeway is to be added or deleted from the schedules, or when an Arterial – Conceptual (Alignment Undefined) is proposed to be changed to an Arterial – Proposed (Alignment Defined). An amendment to this Plan will not be required to add or delete major collector or collector roadways, such roads being generally deeded to the City through the subdivision approval process. An amendment will be required for all other schedule changes.
32. The City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance. As detailed in Annex 1, this may involve unequal road widenings, the requirement for additional land for corner triangles at intersections or railway crossings, and the use of easements in the Central Area.
33. When the City permits interim uses of the land in its rights-of-way, it will ensure that the uses are in accordance with the objectives of this Plan.
34. Priority use of lanes on a road or planned new lanes may be given exclusively to certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan. This may result in roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network. The City may give priority to lanes used for high-occupancy vehicles on selected roads. Additional truck-priority lanes (e.g., Waller to Nicholas Streets) may also be implemented.
35. The City will ensure that road corridors function as public spaces in Ottawa by implementing the *Arterial Road Corridor Design Guidelines* for the City's urban arterial roads and Village mainstreets. Application of the guidelines will result in street tree plantings, which helps to improve the natural environment. The City will prepare and implement similar guidelines for all other arterial and collector roads, including but not limited to, roads in heritage districts, tourist areas and business improvement areas. It is recognized that the parkway network in the city, primarily developed by the National Capital Commission, contributes greatly to the distinct open space character of Ottawa.

36. In recognition of the importance of preserving and enhancing the visual and aesthetic appeal of the main scenic and entry routes in Ottawa, the City will require additional development controls for lands along these routes, as identified in Schedules I and J, and detailed in Section 4.6.4.
37. Decisions by the Province of Ontario to undertake major modifications to provincial highways will have an impact on the communities and road transportation network of Ottawa. The City therefore wishes to be involved in all provincial transportation studies that will affect Ottawa, such as Highway 417 (Queensway) studies in the urbanized area or construction, in the long term, of a future provincial Ottawa By-Pass south of the urbanized part of the city.

Other Rights-of-Way Protection

38. The City will purchase surplus railway rights-of-way and select utility (e.g., hydro line) corridors, as they become available, for use as future transportation and utility corridors. When such rights-of-way are acquired, recreational and agricultural uses may be permitted as interim uses. Future use as a transportation or utility corridor will have priority over any interim use. Provision will be made for recreational uses to continue, wherever possible.
39. The City will not close and sell unopened road allowances that have reasonable potential, in the short- or long-term, for use as a roadway, a transit or utility corridor, or a pedestrian or cyclist link.
40. The City will work with the federal and provincial governments and the Province of Québec and the City of Gatineau, to determine the location of future bridge crossing(s) of the Ottawa River. Pending agreement on the location(s), the City will continue to prohibit development that might hinder the eventual use of potential crossings and approaches, such as those to Kettle Island or from Orléans to Angers.

Parking

41. The City will develop a Parking Management Strategy by the end of 2006, which will:
 - a) Support the City's strategic parking objectives as outlined in the Transportation Master Plan;
 - b) Establish centralized parking lots within a reasonable walking distance of multiple destinations, where required;
 - c) Account for potential changes to the current supply through redevelopment of existing lots;
 - d) Investigate new technologies for payment, enforcement and user information;
 - e) Provide an adequate supply of bicycle parking;
 - f) Address the needs of the tourism industry.
42. The City will update, as appropriate, the City's cash-in-lieu of parking policy to ensure fair and equitable application across the city. This policy permits entering into agreements with an applicant to reduce or eliminate the provision of on-site parking otherwise required by the zoning by-law, subject to the payment of money to the City.
43. As a condition of development application approval, the City will apply further policies for parking lots as outlined in Section 4.3.

Movement of Goods

44. The City will minimize the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system.
45. The City will explore alternative means to accommodate interprovincial truck travel to minimize impacts on the Central Area, in particular along and in the vicinity of King Edward Avenue. Upon the completion of a new interprovincial corridor to accommodate trucks in a safe and efficient manner, the City will remove Rideau Street and King Edward Avenue from the City's identified truck route system.

Transportation Terminals

46. The City will provide convenient road and transit access to all major inter-city passenger terminals (airport, train and bus stations).
47. The City will support the establishment of multi-modal, inter-city passenger terminals like the existing co-location of the Fallowfield VIA Rail and transit stations.
48. In industrial and commercial areas with rail access, the City will encourage the development of inter-modal terminals such as truck/rail transfer facilities that reduce the amount of freight transported by road.

2.3.2 Water and Wastewater Services

Water treatment and distribution and sanitary wastewater collection and disposal services are important to the health of both the community and the environment. In 2002, the City owned and operated two major water treatment facilities and one major wastewater treatment facility, along with the associated infrastructure (pipes, pumps, and storage facilities). These facilities make up the City's central systems, which service areas within the designated urban boundary. At other locations, public water and/or wastewater services are provided by smaller-scale City facilities, including such Villages as the Villages of Munster, Carp, Richmond and Vars, specific locations in the Greenbelt and a limited number of locations where services have been provided due to a unique circumstance, such as to remedy a specific health concern. Altogether, these constitute the Public Service Area.

The Infrastructure Master Plan directs the management and extension of public works systems:

- Water supply and treatment;
- Wastewater collection and treatment;
- Stormwater collection and release.

The Infrastructure Master Plan provides a comprehensive statement of the City's public works policies. It also provides direction for new initiatives to minimize capital and operating costs, to ensure the reliability and level of service, and to mitigate environmental impacts of service provision.

In addition to the Infrastructure Master Plan, infrastructure planning is also directed to supporting documents and initiatives such as:

- Operational reviews to provide feedback to ensure that the City's policies are being achieved and that public works systems are being managed in a cost-effective and environmentally-sensitive manner;
- Major facilities plans for the City's two water treatment plants, the wastewater treatment plant, and stormwater management facilities;
- Master Servicing Strategies that address provision of water and wastewater services throughout the entire Public Service Area;
- Area infrastructure plans (Central, West, South and East), which identify the specific needs for infrastructure arising from projected growth, system management requirements and new initiatives. The plans identify the full capital and operating costs of infrastructure requirements;
- Design guidelines, which provide specific means by which the City's policies will be achieved in the construction of new or rehabilitated infrastructure.

The Infrastructure Master Plan also addresses the City's role in managing private services.

Publicly-owned and managed systems serving large areas of compact development provide the highest value in terms of the City's ability to protect public health and safety, minimize negative impacts on the natural environment and support the types of growth and development envisioned in the Official Plan. Value and efficiency are reduced as the scale of water and wastewater systems is reduced, the number of systems increases and the locations of the systems become scattered.

However, small stand-alone water or wastewater systems or significant linear extensions of the central systems to serve small areas may be the best available means by which to address public health or environmental problems, but may not provide the standards of service generally expected in a Public Service Area. The City does not support individual subdivision applications in the rural area proposing public water and/or wastewater systems designed only to service that subdivision.

Public Service Areas

Public Service Areas and the terms under which services are provided are generally defined in the Infrastructure Master Plan. However, in some cases the details regarding Public Service Areas and the terms under which services are provided are contained in agreements or by-laws.

Policies

1. Development in Public Service Areas must be on the basis of public water and wastewater services.
2. In order to manage system constraints and assist in carrying out the intensification objectives inside the Greenbelt, the City will:
 - a) Incorporate system capacity constraints as a factor directing system management and rehabilitation planning;
 - b) Undertake capacity studies and develop capacity allocation and management plans for major intensification areas identified in this Plan;
 - c) Permit development to proceed in a phased manner up to system capacity allowances;
 - d) Utilize both system design standards and results of direct monitoring of system demands in order to assess the potential for new development to adversely impact existing systems;

- e) Consider mechanisms by which developers can help the City address capacity constraints in services in advance of the City's priorities.
3. The City has no obligation to provide service connections to every property in Public Service Areas as described in policy 6 of Section 5.4.
4. The City will provide for the creation of new Public Service Areas in the following circumstances:
 - a) To provide for the growth management strategies of the Plan for the urban area;
 - b) To support growth in Villages based on a boundary change or intensification of use and the recommendations contained in a Village community design plan where:
 - i) The community design planning process has included a comprehensive servicing study which evaluates a range of servicing options, including costs and benefits, and public water and/or wastewater services,
 - ii) The community design plan establishes a definition of a Public Service Area boundary and the terms of provision of service,
 - iii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
 - iv) The community design plan is adopted by amendment to this Plan and the boundaries of the Village are amended on Schedule A;
 - c) To remedy a public health or environmental problem in the rural area where:
 - i) An evaluation of the range of servicing options has determined that provision of a publicly-owned service is the selected alternative,
 - ii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
 - iii) A definition of the Public Service Area boundary and the terms of provision of service are established (i.e., in the environmental assessment);
 - d) To support economic development in unique situations in the rural area, such as for the Carp Airport, where:
 - i) Alternative servicing arrangements to support the economic development have been evaluated through the environmental assessment and provision of a new Public Service Area is required,
 - ii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs is established,
 - iii) The definition of the Public Service Area boundary and the terms of provision of service are established.
5. Areas adjacent to public water and wastewater services but outside of any defined Public Service Areas are not permitted to connect to public services.
6. The City will discourage future growth on the basis of partial services, particularly where City water is provided to resolve a groundwater contamination issue. Growth may be considered where an Environmental Assessment, as referred to in policy 4 c) above, has addressed the potential for aquifer contamination by pollution from septage, and has addressed the impact of indiscriminate water use.

7. Notwithstanding the policies of this section, the property known as 4505 Bank Street, located outside of the urban boundary, is permitted to connect to the sanitary sewer.

Private Water and Wastewater Services

Outside of the water or wastewater Public Service Areas, water supply or wastewater treatment and disposal is on the basis of privately-owned services. Construction and maintenance of privately-owned services are the responsibility of the owner. The policies in this Plan provide for the continued use of private services where it is done in a safe and environmentally-appropriate manner.

Areas serviced by private services can be subject to unique operational problems that can result in health and environmental concerns. Owners should understand the proper operation of their systems to protect both their own and their neighbours' health and safety. The technologies available to ensure the safe operation of private individual systems have improved substantially over recent years. Modern technologies for water treatment and wastewater pre-treatment can ensure the safe operation of private systems under even the most severe circumstances.

The City is investigating means to implement more proactive inspection processes for well and septic systems, including better inspection procedures at the time of construction and on-going regular inspections for the life of the well or septic system. Properly constructed and operated private systems provide a cost-effective and safe means to service property. Private services include water supply or wastewater disposal systems serving development on one lot and under single ownership. These typically include single well and septic systems serving residential development, but also include larger well and septic systems serving commercial or institutional development. Some areas in the city are serviced by a combination of private and public services. Section 4.4 of the Plan contains more detailed policies related to private services and types of developments.

Policy

8. All development outside of Public Service Areas will be on the basis of private services.

Private Services in Public Service Areas

At some locations in the city, pockets of development exist on private services within designated Public Service Areas and the City has no commitment to extend public services to these pockets. This situation has typically resulted as the expansion of the Public Service Areas has surrounded previously established areas.

Policy

9. Notwithstanding policy 1 above, where no provision for public services exists, the City may permit development on private services in defined Public Service Areas provided that it can be demonstrated to the satisfaction of the City that such development:
- a) Is proposed in a circumstance where public services are not currently technically or reasonably available;
 - b) Can adequately be serviced by private individual services in accordance with Section 4.4;

- c) Is of a minor nature that consists of a single building comprising a commercial, institutional or public use; residential infilling within residential clusters; a farm severance as provided for in Section 3.7.3 of this Plan or other uses of similar nature and scale;
- d) Will not compromise the longer-term development of the area on public services.

Public Service Area developments that are permitted on private services under this policy will be required to pay for connection to the public services as they become available.

2.3.3 Drainage and Stormwater Management Services

All development in the City requires some level of stormwater and drainage services to provide a healthy, safe and dry site. Planning for drainage services – whether it is the completion of a subwatershed plan to support a community design plan, or a stormwater site management plan based on a watershed or subwatershed plan to support a subdivision application – needs to be coordinated to ensure that services are provided in a safe, effective and environmentally-responsible way. Related references to watershed planning, subwatershed planning and stormwater management are found at other locations in this Plan.

Policy

1. Development will be in accordance with the system capacity for drainage and stormwater management and where relevant, will conform to stormwater site management plans, the Infrastructure Master Plan and community design plans.

2.4 Maintaining Environmental Integrity

The environment is the collection of support systems that makes the lives of humans and other species possible. It is the air we breathe, the ground beneath our feet, the water we drink, and the energy that heats our homes and powers our society. The environment is not only the tangible elements of earth, air, water and energy, but also the processes that maintain these elements and the interactions that occur among them. These processes and interactions can be local or global in nature. The challenge in planning for the environment is to anticipate how these processes and interactions are affected by human activity and to act so that their integrity can be preserved under changing conditions.

Typically, change occurs through small steps, each one of which may have little impact on the environment but that – taken together – may have large and unplanned cumulative effects. Thus environmentally-sensitive planning occurs at two levels: policies that govern land development can anticipate and address effects at the individual site level, while large-scale plans covering whole ecosystems (such as watershed plans) can assess cumulative impacts and overall ecological health. This Plan contains both types of planning.

Natural features, groundwater and surface water systems cross municipal boundaries. The City will undertake environmental studies in partnership with the Conservation Authorities and neighbouring municipalities, recognizing that the municipalities share the same natural systems, and impacts in one municipality are experienced by its neighbours.

The Official Plan is one of several municipal plans that contribute to environmental quality within the city:

- The Transportation Master Plan, with its mandate to support walking, cycling and transit, has a pivotal role in reducing the city's energy consumption, improving air quality, and minimizing the overall demand for land and other resources.
- The Infrastructure Master Plan, with its mandate to support growth through the provision of safe and sustainable water, wastewater and stormwater services, plays an important role in the protection of the city's rivers and streams.
- The City's Corporate Plan guides the actions the City can take as a corporation to support environmental sustainability.
- The Environmental Strategy sets a broad framework for the environment, including energy use; air, soil and water quality; climate change; land use and management; biodiversity; and waste generation and management.

The Official Plan protects and enhances the quality of the environment in the city by:

- Improving air quality and reducing greenhouse gas emissions;
- Identifying and protecting natural features and prime agriculture land and ensuring mineral resources are used carefully;
- Planning on the basis of the natural systems defined by watersheds;
- Managing groundwater resources;
- Planning for forests and other greenspaces.

The City also adopts policies outside these plans to support human health and the health of the environment. In 2002 the City adopted a city-wide strategy for reducing the cosmetic use of chemical pesticides on private property. The strategy is based on a strong public education approach, with specific reduction targets to be met by 2005. The targets are:

- 70 per cent reduction on residential properties;
- 100 per cent reduction on school, daycare, homes for the aged and hospital properties;
- 65 per cent reduction on all remaining non-residential properties.

2.4.1 Air Quality and Climate Change

Maintaining good air quality is critical to maintaining environmental and human health. Ottawa does not have air quality problems as severe as those found in other large cities, but concerns remain about smog caused primarily by ground-level ozone and particulate matter. A plan for managing air quality is being developed within the Environmental Strategy, including measures that are not related to land-use planning.

The Environmental Strategy will also include a plan for climate protection, in keeping with the City's obligations as a Partner for Climate Protection, a greenhouse gas reduction campaign set up by the Federation of Canadian Municipalities. The City has made a commitment to reduce greenhouse gas emissions from municipal operations as well as from overall community sources. This commitment involves emission inventories, action plans that set targets and measures to meet those targets, implementation strategies, public education and on-going monitoring.

Air quality and climate change are related issues, in that they share common causes and solutions in the context of land-use planning. Measures to reduce greenhouse gas emissions will also reduce air pollution. The Official Plan makes a significant contribution to reducing greenhouse gas emissions and air pollution through many policies, including policies that will lead to a reduction in energy use, especially the burning of fossil fuels in the transportation system. These policies include:

- Maintaining current urban boundaries;
- Provisions for compact and mixed-use development linked to transit;
- Increasing transit use and walking and cycling;
- Design provisions for energy conservation;
- Maintaining and enhancing forest cover and treed areas and protecting wetlands as carbon sinks and natural filters of pollutants.

2.4.2 Natural Features and Functions

The policies in this Plan address both natural features as well as natural functions. Natural features are defined here as physically tangible elements of the environment, including wetlands, forests, ravines, and rivers and valleylands, and associated wildlife habitat areas along the edge of, or which support significant ecological functions within, the natural feature. The province and municipalities have examined natural features in the past, on the basis of their size, species diversity, and other characteristics, to determine those that are the most significant and warrant protection through public ownership or through regulations concerning their development. All natural features perform an array of natural functions, resulting from natural processes, products or services such as groundwater recharge, provision of wildlife habitat, temperature moderation, natural cleansing and filtration of surface water, and carbon sequestration (carbon sinks). These natural functions occur within a natural system, such as air or water, or as a result of the interactions between natural systems. While the visible natural feature can be identified and protected, the long-term health and viability of the natural functions is more difficult to assess.

This Plan protects the natural features assessed to be the most significant by designating them and setting policies to ensure they are preserved. Policies for these lands, which are both publicly and privately-owned, are set in Section 3.2. The policies for each designation vary in terms of their provisions for public ownership, whether development is permitted, the level of development that may be permitted, and requirements for studies within or adjacent to the designated area.

The quality of the environment is also protected through review of development applications. Policies in Section 4.7 on development review use a “design with nature” approach, where the features of a site are incorporated into the design of the proposed development. This approach entails measures such as retention of vegetation, consideration of wildlife habitats, and respect for natural drainage patterns. Other practices accommodate natural features that pose potential risks, such as flood plains and unstable soils.

Policies

1. The City will protect natural features and functions in the urban and rural area by designating in this Plan forests, wetlands and other natural features which perform significant natural functions. The City will:

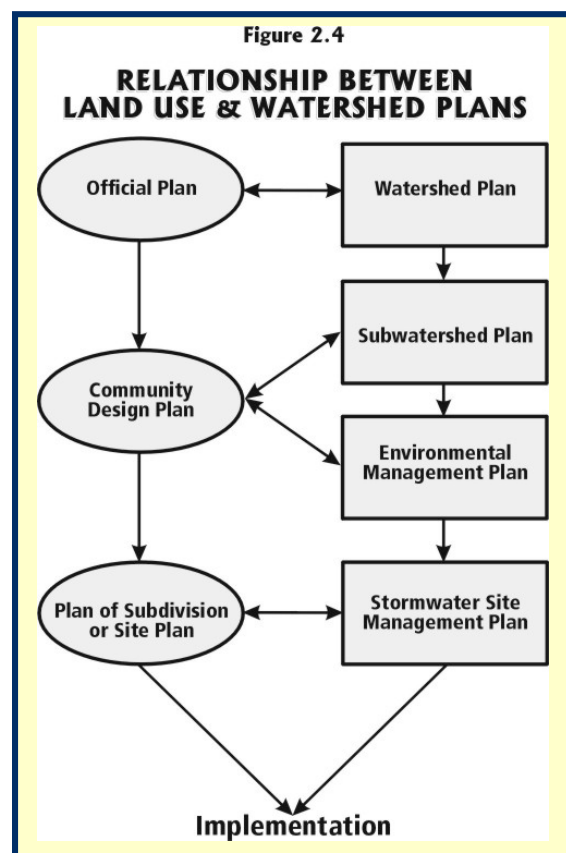
- a) Determine how these lands should best be protected or managed to ensure their environmental health;
 - b) Protect endangered, threatened, and municipally or provincially rare species and natural communities;
 - c) Maintain a full range of natural communities in good condition;
 - d) Provide for the needs of a variety of wildlife including seasonal habitats and linkages;
 - e) Protect surface and groundwater resources, including recharge and headwater or discharge areas.
2. The City will ensure that land is developed in a manner that is environmentally-sensitive and incorporates design with nature principles through the requirements of the development review process, including studies of environmental systems and development practices intended to maintain and enhance these systems, and the integrated environmental review.

2.4.3 Watershed and Subwatershed Plans

Watershed planning is an integrated, ecosystem approach to land-use planning based on the boundaries of a watershed. A watershed, also known as a catchment or basin, is the land drained by a river and its tributaries. It is separated from adjacent watersheds by a land ridge or divide. A subwatershed is usually a smaller area of land draining to a single tributary of a larger river. Watershed and subwatershed plans attempt to balance environmental protection, conservation and restoration with development and land-use practices to ensure the long-term health of the watershed. Drawing on fieldwork and scientific analysis, these plans identify stressors on natural systems and propose measures to mitigate these stressors and enhance natural systems. Watershed and subwatershed plans address such matters as setbacks from water bodies, stormwater management requirements, protection of significant natural features and habitat linkages, and opportunities to rehabilitate degraded areas or otherwise enhance the environment. They are as important in the urban area as they are in the rural area.

Watershed and subwatershed plans investigate the natural features and functions of the watershed, such as the river and stream system, groundwater resources and recharge areas, and woodland and wetland habitats in order to:

- Document the existing condition of the natural environment within the watershed;
- Identify the significant natural features and linkages within the watershed that need to be protected;
- Assess the potential impacts of existing and future land-use activities;



- Recommend measures to mitigate the impacts of existing and proposed land-use activities;
- Identify opportunities to restore and enhance the natural system and promote compatible uses.

These plans are usually undertaken cooperatively by the City, the Conservation Authorities and other interested parties. Responsibility for implementing these plans is shared.

Policies

1. The City, in consultation with Conservation Authorities in the Ottawa area, will prioritize areas for watershed planning, based on such factors as the environmental condition of the natural system, development pressure, changing land-use activities and community support.
2. The City will request that the Conservation Authorities coordinate the preparation of watershed plans in accordance with the priorities established in policy 1. The plans will be prepared jointly by the Conservation Authorities and the City, with participation from other agencies, including the Ontario Ministries of Natural Resources, Environment, and Agriculture, Food and Rural Affairs; the National Capital Commission; Parks Canada and the Department of Fisheries and Oceans; and other private and public interests as may be required by the circumstances within a specific watershed. Where a watershed boundary extends beyond the jurisdiction of the City, adjacent municipalities will be invited to participate.
3. As a general guide, a watershed plan will contain the following components:
 - a) Identification and assessment of ecological features and resources within the watershed including headwater areas;
 - b) Recommendations on management strategies, implementation and monitoring to address the preservation, enhancement and rehabilitation of those features, including direction on public access where appropriate;
 - c) Definition of the boundaries of component subwatersheds and the identification of priorities for more detailed planning of subwatersheds;
 - d) The general terms of reference for subwatershed plans.
4. Once a watershed plan is approved by City Council, the City will implement the recommendations of the plan where it has the ability to do so through existing programs, the development review process, subwatershed plans, environmental management plans, and other mechanisms and will encourage other parties to do the same.

Subwatershed Plans

5. The City will define the limits of subwatersheds through the watershed plan or, if there is no watershed plan available at the time the subwatershed study is scheduled to begin, in consultation with the appropriate Conservation Authority.
6. The City will coordinate the preparation of subwatershed plans unless all interested parties agree that coordination would best take place through another agency. In all cases, the subwatershed plans will be prepared in consultation with the appropriate Conservation Authority.
7. A subwatershed plan will be undertaken:
 - a) If a watershed plan indicates it is a priority;

- b) If the environmental health and condition of the subwatershed area is degraded or at risk of degrading;
 - c) Prior to City Council consideration of a community design plan or an application to amend the Official Plan which provides for new development areas or redevelopment areas, or applications to subdivide land in locations that are largely undeveloped. A subwatershed plan should guide development patterns in these areas and should therefore be the first step in planning for land uses. Where the proposed development is deemed to be of limited extent and impact based on consultation with the appropriate Conservation Authority and other relevant bodies, City Council may waive this requirement.
8. The general terms of reference for a subwatershed plan will be defined in the appropriate watershed plan and will be reviewed at study initiation. Where no watershed plan exists, the detailed terms of reference will be determined based on subwatershed requirements but will generally address:
- a) The form and function of natural systems;
 - b) Subwatershed objectives and recommendations regarding areas for development and preservation, protection of headwater areas, public access, and implementation;
 - c) Guidelines for development, including stormwater management requirements;
 - d) The provision, operation and maintenance of stormwater management facilities;
 - e) Monitoring of all aspects of the plan.
9. Once a subwatershed plan is approved by City Council as a statement of City Council policy, the City will implement plan recommendations where it has the ability to do so, such as through existing programs, development review and approvals, environmental management plans, and other mechanisms. The City will encourage other parties to undertake whatever actions are within their jurisdiction to implement subwatershed plans.

Environmental Management Plan

10. Where implementation of a subwatershed plan requires further detail or coordination of environmental planning and stormwater management among several sites, the City will coordinate the preparation of an environmental management plan, in consultation with the Conservation Authorities.
11. An environmental management plan will address such matters as:
- a) Delineation of creek corridor widths;
 - b) Specific mitigation measures to protect significant features, such as creeks, identified for preservation at the subwatershed level;
 - c) Conceptual and functional design of stormwater management facilities and creek corridor restoration and enhancement.
12. Recommendations from environmental management plans will be implemented largely through development approval conditions and stormwater site management plans.

2.4.4 Groundwater Management

Protecting the quality and quantity of groundwater is an environmental and public health issue. Groundwater contributes to the base flows of streams as well as to the quantity and quality of potable water drawn from wells. As more is learned about the groundwater system in Ottawa, use of the resource can be managed better to ensure that flows within natural systems are maintained and that new development can be accommodated within the system without affecting supplies available to other users.

The City will prepare a Groundwater Management Strategy to safeguard the integrity of our groundwater resources. In 2002, many work tasks required to formulate the strategy had already been completed and significant work is being finalized in partnership with Conservation Authorities and the Ministry of the Environment. A Groundwater Management Strategy will be finalized in 2004.

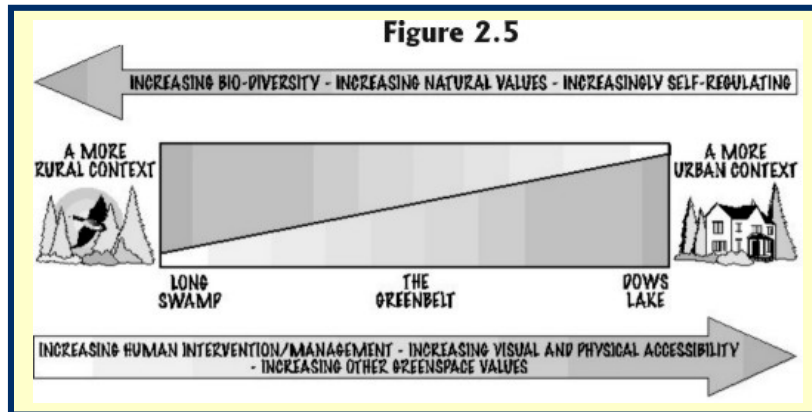
Policies

1. Where monitoring and characterization of the groundwater resource has indicated degradation of the resource function, the zoning by-law will restrict uses to prevent further impacts on that function.
2. Where monitoring and characterization of the groundwater resource has indicated that a significant resource function exists, the zoning by-law will restrict uses to protect that function.

2.4.5 Greenspaces

Ottawa's greenspaces assume many forms: sensitive wetlands and forests in urban and rural areas, playing fields and playgrounds, landscaped parkways, and the casually tended grass around stormwater management ponds. Greenspace is defined here to include the natural features designated in the Plan in the urban and rural area, as well as the large park and leisure areas designated as Major Open Space or the smaller areas zoned for park and leisure but not shown in the Plan. Greenspaces such as the Rideau Canal, Beechwood Cemetery, the Central Experimental Farm and other cultural heritage landscapes are also included, as well as the creek and river corridors and recreational pathways that connect greenspaces.

The values ascribed to different areas within a greenspace system range along a continuum as shown in Figure 2.5. Large forests and wetlands in the rural area have been identified as the most significant in the city in terms of maintaining natural functions and diversity in plant and animal communities. While greenspaces and woodlands in Villages and in the urban area may serve natural functions, they are also valued for serving more human needs: a green retreat, a living classroom and laboratory, and a place for outdoor recreation. Greenspaces and woodlands in urban areas and Villages also help create a sense of place and provide physical boundaries, features and buffers within and between communities. They moderate climate and provide a place to grow food in community gardens. As historical settings, cultural heritage landscapes provide information about the past.



The Ottawa forest grows throughout the city’s greenspaces, as individual trees in downtown neighbourhoods, as protected woodlots in new communities, and as forests in the rural area. Trees improve the quality of the air and water around them, provide shelter for humans and wildlife, and give pleasure to those who view them. In the urban area, large mature trees are especially valued: trees that large will not grow again along urban roads or in other areas until the presence of road salt and other pollutants is reduced. Altogether, about 28 per cent of the city is forested.

The City will undertake a Greenspace Master Plan to identify and characterize all of the individual greenspaces in the city. These greenspaces will include Natural Environment Areas identified through the Natural Environment Systems Strategy done by the former regional municipality. It will also build on the City of Ottawa’s *Natural and Open Spaces Study* undertaken by the former City of Ottawa and identify important natural areas in the urban area and in Villages (see Section 3.2). The Master Plan will include park and leisure areas, being the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. Finally, the Master Plan will evaluate other greenspace in terms of its value in the city and means to address those values over the long term.

A key objective will be to identify those greenspaces in Ottawa that are physically connected, or could be connected, in a Greenspace Network. The network includes natural features and the linkages among them that maintain ecological functions and wildlife movement. It includes the open spaces that are accessible to the public, along pathways on the banks of rivers and through public school grounds. Recreational pathways as well as river and stream networks help connect Ottawa’s greenspaces. The Rideau and Ottawa Rivers, the Rideau Canal and other watercourses contribute extensively to the green and open quality of the Greenspace Network.

Developing Ottawa’s Greenspace Network serves to:

- Recognize the National Capital Greenbelt as a distinguishing feature of Ottawa that separates the core urban area inside the Greenbelt from the urban communities beyond it;
- Create a physically connected system of greenspaces, from urban parks and woodlands inside the Greenbelt, through the Greenbelt and into the larger natural features outside the Greenbelt and beyond the City’s boundaries;
- Sustain natural systems by maintaining natural features and natural functions;

- Provide linked migration routes for other species;
- Contribute to the protection of cultural heritage landscapes such as the Ottawa River and Rideau Waterway System and to the health and viability of the Greenbelt;
- Provide greater access to public greenspaces within the network and more options for outdoor leisure and recreational activities;
- Help structure and define communities.

At its inception as a new municipality in 2001, the City of Ottawa benefited from the greenspace contribution of the National Capital Commission and the lands owned or managed by Conservation Authorities for leisure and conservation uses. The City also inherited a legacy of greenspaces from previous municipalities. Natural features identified by the former City of Ottawa's *Natural and Open Spaces Study*, the former Region of Ottawa-Carleton's Natural Environment Systems Strategy, and in concept plans, watershed and subwatershed studies, and other studies by former municipalities are designated in this Plan. As well, the major park and leisure areas identified in official plans in the past are also designated in this Plan. Smaller parks and leisure areas that have not been designated in this (or previous) official plans will continue to be protected by zoning and parkland dedication by-laws.

Now the challenges are to:

- Ensure that future development preserves Ottawa's Greenspace Network and extends it by identifying new natural features and linkages and securing a variety of open space and leisure lands;
- In redeveloping areas, where land is to be used more intensely, use limited greenspaces to best advantage through urban design;
- Find a balance in the management of greenspaces between protecting natural functions and providing for recreational and other human needs;
- Provide all residents with equitable access to greenspaces appropriate to their needs.

Policies

1. In consultation with community groups, school boards, Conservation Authorities, the National Capital Commission and other interested parties, the City will develop a Greenspace Master Plan by the end of 2004 that achieves the following objectives:
 - a) To characterize and map Ottawa's greenspaces, as a basis for organizing the physical development pattern of the city. Such a review will incorporate, but not be limited to, the following:
 - i) To identify woodlands, wetlands, ravines and other natural areas in and around the urban area and in Villages that are worthy of protection based on their environmental values,
 - ii) To identify a hierarchy of well-linked and adequately distributed parks and recreational facilities,
 - iii) To review the existing designations on parcels of greenspace in the urban and rural areas to ensure that they are appropriate for the function of that area,
 - iv) To identify the greenspaces that are connected in a Greenspace Network, gaps in the network and criteria to select new components and linkages including in areas close to urban and Village boundaries;

- b) To establish targets for the provision of greenspace and forest cover throughout the city, recognizing differences in the amount of forest cover and type of greenspace found in individual communities, their potential for infill and intensification, and the needs of the communities' families and individuals. The forest target cover for the entire city will be maintained at 30 per cent pending completion of the Greenspace Master Plan;
 - c) To create a framework for managing and developing specific types of City-owned greenspaces zoned for leisure or conservation purposes, including criteria to assess any proposed disposal of these properties or proposed change in zoning;
 - d) To develop an acquisition policy for greenspace and a strategy for securing public access or ownership through various means, including public trusts; partnerships with public and private organizations; review of municipally-owned properties, including surplus lands; purchase; restrictive covenants; bonusing and easements;
 - e) To establish a framework for the systematic evaluation of the quality of the greenspace and the City's achievement of its targets.
2. The Official Plan will be amended as needed to implement the Greenspace Master Plan.
 3. Pending completion of the Greenspace Master Plan, the City will consider premature any application filed after adoption of this Plan to amend the zoning by-law for urban and Village properties zoned park or open space, leisure, waterway, conservation, natural environment, wetland or other zone used for conservation or recreation uses. Following approval of the Greenspace Master Plan, applications to amend the zoning by-law for these lands can be assessed in terms of their contribution to local greenspace and the Greenspace Network, and opportunities to secure public access or ownership. The lifting of a holding zone provision on an area where a public special study has been conducted will be done by City Council in a public process but will not be considered a zoning by-law amendment, for the purposes of this policy.
 4. Privately-owned open spaces such as marinas, campgrounds and golf courses contribute to greenspaces in Ottawa. When reviewing an application to amend a zoning by-law in these locations, the City will consider opportunities to maintain the Greenspace Network through the area and otherwise reduce the impact of the loss.
 5. Within the context of the Greenspace Master Plan, a policy to guide City acquisition of land within environmental designations will be prepared. Until such a policy is adopted, the City may acquire land within environmental designations from time to time, having regard to the location and nature of the property, its ecological function, potential uses, the funds available, and the implications of managing and maintaining the land.
 6. An Urban Natural Areas Environmental Evaluation Study will be completed in 2004 as part of the Greenspace Master Plan, to identify woodlands, wetlands and ravines throughout the urban area that are worthy of protection. The study will establish the relative environmental values of natural features, develop evaluation criteria that include the social values attached to sites, establish priorities for protection, and propose recommendations for management of urban natural features, in consultation with the public.
 7. Subject to confirmation through the Greenspace Master Plan or community design plans, the City will continue to pursue targets for total public greenspace across large areas of the urban area similar to levels achieved by the previous municipalities. A target of a minimum of 4.0 hectares per 1000

population, or approximately 16 per cent to 20 per cent of gross land area, will be pursued. These lands include the park and leisure areas as well as flood plains and other hazard lands; stormwater management facilities; and environmental lands owned by the City, other levels of government, or other government agencies. Land that is temporarily available for open space, such as land in major transportation corridors, will not be included in the target.

8. In its review of development applications, the City will recognize the central role of the Ottawa River, Rideau River and Rideau Canal in the environmental health of the city, as well as their contribution to cultural heritage, scenic qualities, and recreation. Public access to the shorelines of these and other water bodies will be secured as part of the process concerning dedication of lands for public use as described in Section 4.6.3 or through other means, such as:
 - a) Public ownership, conservation easements, public land trusts, restrictive covenants, bonusing or other means deemed appropriate on a site-by-site basis;
 - b) Retaining opened and unopened road allowances where these may maintain the potential for public access to the shoreline;
 - c) When designing bridges or other public works at the shoreline, or when providing input on those designed by other public bodies, providing public access to the shoreline.
9. The City will increase forest cover in urban and rural areas through the planning and development review process by:
 - a) Identifying and protecting environmental areas designated in the Plan, including provisions for environmental assessments for adjacent lands;
 - b) Emphasizing tree preservation and planting in the requirements for private development and public works, including road corridors, parks and municipal buildings;
 - c) Developing guidelines for tree preservation and planting in the development review process, including a policy on compensation for loss of forest as a result of development. This policy, to be developed in consultation with the development industry and the community, will consider various forms of compensation, including planting on other sites owned by the applicant or the City.
10. The City will work with Conservation Authorities, rural landowners, community groups, organizations working with urban forestry or private land forestry, and other interested parties on a strategy to manage and protect forests in the rural and urban area. This work will include:
 - a) Developing a by-law under the *Municipal Act* to regulate tree-cutting and preserve woodlands;
 - b) Developing current management plans for forests owned by the City;
 - c) Implementing best management practices for City-owned street trees and forests and taking a leadership role in urban forestry programs nationwide;
 - d) Continuing to naturalize City-owned greenspaces.
11. The City will work with the Conservation Authorities and other interested stakeholders to develop a by-law under the *Municipal Act* to regulate the removal of top soil.
12. In cooperation with the Conservation Authorities, the City will support the stewardship of private lands through such means as:
 - a) Developing incentives such as the rural clean water program and rural reforestation program;

- b) Encouraging publicly-funded programs to focus on actions that enhance natural environment systems, such as increasing vegetative cover on steep slopes or adjacent to watercourses or improving connections between wildlife habitat areas;
- c) Providing information to rural landowners on land stewardship.

2.5 Building Liveable Communities

The basics of a liveable community are straight-forward. In the urban area, a liveable community has appropriate housing at a price people can afford. It is built around greenspaces and has places to shop, socialize and play nearby. Residents know where to find the local library, health services, schools and other community facilities. Many of these are within walking or cycling distance, and form a core for the community. Good transit provides connections to other destinations outside the community. Familiar views and landmarks tell residents where they are and heritage buildings tell them where they have come from. Most workplaces outside the community are within a reasonable commute. In the Rural Area, a liveable community has many of the features found in liveable urban neighbourhoods. Liveable Villages have a strong sense of community and draw in their dispersed country neighbours for shopping and services.

Many Ottawa communities provide most of the basics of a liveable community, but there are wide variations. It is these variations that provide communities with their unique sense of place. However, Ottawa's communities are changing. Population growth, economic development, finite resources, environmental concern, and financial limitations are triggering a re-evaluation about how we live and how we plan our communities.

This Plan proposes that Ottawa's communities be built on the basics: good housing, employment, ample greenspace, a sense of history and culture. But it also proposes to create more liveable communities by focusing more on community design and by engaging in collaborative community building, particularly in and around the Mixed-Use Centres and Mainstreets that have a great potential for growth. A focus on community design draws attention to how buildings and the spaces around them look and function in their setting, and away from arbitrary standards and rules that have sometimes been found to stifle creative design. Since the best urban design is informed by a solid appreciation of the place being built and the people in it, this approach opens the door to creativity and dialogue.

2.5.1 Compatibility of Development

The City's growth management strategy includes intensification of development in the urban area over the next 20 years and concentrating rural development in Villages. Introducing new development in existing areas that have developed over a long period of time requires a sensitive approach to differences between the new development and the established area, in terms of building heights, setbacks, and other characteristics. This Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function.

Infill development may occur virtually anywhere in the city. Infill generally occurs on a single lot or a consolidated number of small lots, on sites that are vacant or underdeveloped. The resulting development

may be identical in use and size with adjacent uses, in which case it is generally straight-forward to design the infill to be compatible with—or fit well with—its surroundings.

However, compatibility may be more difficult to achieve in other situations. The zoning in many areas of the city, particularly areas adjacent to major roads, may allow for much more intensive development than has occurred in the past. Also, lands located on the boundaries between neighbourhoods or on major transportation arteries are excellent locations for compact and mixed-use development. An amendment to the zoning by-law may be needed to change the permitted use of the land and increase the height or density permitted. The compatibility of the proposed development must be considered.

Intensification that occurs through small-scale infill or large-scale redevelopment must be designed to be compatible with its surroundings. How well it fits depends both on the nature of the surrounding area and on the details of the design of the development. Some neighborhoods or streets are very eclectic—that is, they include a mix of uses and the existing buildings vary greatly in size, height, materials, design, and location on the lot. In these cases, intensification can readily fit into the surrounding area because the area has no clearly established style or character. In other cases, the buildings surrounding the proposed development may be uniform and establish a character, which is easily interrupted by any new development.

A modest increase in density can be accommodated fairly readily provided it incorporates the common characteristics of its setting in the design of the new development. Significant increases in density may also be accommodated through design, although the results might not be as successful in the eyes of some observers. Height, the distance or setback from the street, and the distance between buildings are the most obvious and common characteristics that can be used in design to fit new development into its surroundings. Where one or more of these characteristics departs from the norm of the area, it is often possible to compensate by relating the design of the development to the other common characteristics of the area. However, compatible design does not necessarily mean “the same as” the surrounding area.

Even with attention to design, however, the process of creating infill and other intensification is challenging for both the proponent and the community. In many areas of the city, the zoning permits a range in building height, setback, and other characteristics, although the existing built form that developed within the zoning may not reflect any significant variation in form, intensity or use. The zoning may also reflect a previously-established plan to intensify an under-developed site or develop a vacant site at a higher density than its surroundings. These plans may not be readily remembered or supported by various parties when development proposals come forward. Development may proceed as of right in these areas and the community may be disappointed with the new building that is taller or larger than those in the area around it. Allowing for some flexibility and variation is central to successful intensification.

Intensification may create special issues in downtown neighbourhoods where market interest in this form of development is greatest. Compatibility is a key issue, particularly when building styles from new suburbs are brought downtown. But just as important is the effect of intensification on open space and the types of housing available in these areas. Policies in this Plan for Parks and Leisure Areas (see Section 2.5.4) direct the City to provide any parkland dedication or direct any payments in lieu of parkland, to benefit the community where the development is occurring.

Many inner-city neighbourhoods are family neighbourhoods and are concerned that intensification, if not managed well, will result in the loss of single-detached dwellings and ultimately lead to a reduction in the number of families. If managed well, intensification can lead to development of new housing in a single-

detached form that accommodates two to four dwelling units, including housing appropriate for families. If managed well, intensification can also lead to increased support for community services and greater variety in retail and other commercial services.

Policies

1. The City will consider the following criteria in its review of development applications for intensification and infill, to ensure that new development is compatible with its surroundings, while allowing for a gradual evolution of architectural style and innovation in built form:
 - a) The extent to which the proposed development takes into consideration the pattern of the surrounding area in terms of height, setback from the street and distance between buildings. Where the height, building mass, proportion, street setback and distance between buildings for the proposed development varies from the norm for the area, the proposed design may compensate for this variation through its treatment of other characteristics common to the surrounding area, such as:
 - i) The materials, textures and colours used in wall treatments,
 - ii) The articulation of facades, using such features as projections, recesses, porches, balconies and chimneys,
 - iii) The size, shape, location and number of doors and windows,
 - iv) The treatment of parking facilities and the location of garages,
 - v) The form of the roof (i.e., flat, hipped, gabled, with or without dormers),
 - vi) Landscape treatment,
 - vii) Other architectural or design features as appropriate.
 - b) The location and orientation of vehicle access and egress in relation to adjacent development;
 - c) The potential to screen service and parking areas.
2. Where significant differences between the existing area and the new development are permitted in the existing zoning by-law, the effects of these differences can be partially mitigated by:
 - a) Creating a transition in building heights such that the portion of the new structure adjacent to existing lower buildings is not as high as the main portion of the new structure;
 - b) Reducing the impact of height at street level by setting back the uppermost storeys across the front façade of the new structure, or by adding cornice lines midway up the new structure which approximate the height of adjacent buildings;
 - c) Creating a transition in building widths such that the façade of the new structure is articulated into smaller sections which approximate the width of nearby buildings, especially for those portions of the new structure immediately adjacent to the existing buildings;
 - d) Eliminating, to the extent practical, impacts such as the loss of sunlight or privacy in existing outdoor amenity areas;
 - e) Building and siting a structure that respects the existing pattern of development with respect to lot area and yard requirements, even if the structure contains more units than is characteristic of the surrounding area.

3. Where the proposed development requires an amendment to the zoning by-law to provide for additional development potential, the compatibility of such proposals will be assessed on the basis of:
 - a) The criteria in policies 1 and 2 above;
 - b) A location on a road with sufficient capacity to accommodate the anticipated traffic generated and/or a location adjacent to or within walking distance of a transit station;
 - c) The extent to which the proposal will contribute to the diversity of land use or activity in the surrounding area;
 - d) In the case of a residential or mixed-use proposal, the extent to which community-serving uses, such as day-care centres, medical clinics, or educational services, will be provided as part of the development.
4. The policies of this section apply in addition to the policies in Section 3, specific to the land-use designation in which the proposal is located, and in addition to all of the requirements of Section 4 of this Plan that may be relevant.

2.5.2 Affordable Housing

Affordable and appropriate housing for all residents is the fundamental building block of a healthy, liveable community. It is also the stepping-stone to individual success at school, in the workplace and in the community. Official Plan policies contribute to improving the supply of affordable housing in concert with other City initiatives to support the construction of affordable units.

The shortage of affordable rental housing is one of the most compelling problems today in Ottawa. People now on long waiting lists for subsidized housing are being squeezed by low vacancy rates and rental costs that are steadily rising further beyond their means. Even families with moderate incomes have difficulty finding affordable ownership or rental housing.

The lack of choice in many housing markets is an on-going issue. Although 40 per cent of Ottawa's households rent their housing, only 5 per cent of the housing constructed between 1996 and 2001 were rental units (2001 Census). Housing that is already in short supply in the city may be further constrained in the future. Conversions from rental to ownership would tighten an undersupplied rental market. Demolition of affordable housing when new development occurs is also an emerging issue. All housing is potentially threatened by aging and lack of repair.

The need to accommodate social diversity is a cornerstone of a liveable community. Diversity in the housing supply is achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs. Policies in this Plan ensure that all forms of housing are permitted wherever residential uses are generally permitted, subject to regulations contained in the zoning by-law. These land uses are outlined in Section 3.1. They include secondary dwelling units, rooming houses, group homes, shelter accommodation, retirement homes and garden suites.

Affordability and choice issues are addressed in the policies of this section and in subsequent sections. These policies include the provision of affordable housing, the use of alternative development standards, and how applications to demolish or convert residential units are assessed.

The ability of the City to address housing issues in the Official Plan is limited to the land-use policy and regulatory tools under the *Planning Act*. Due to the diverse nature of the housing issue, many factors, which influence its delivery, are beyond the municipality's authority under the *Planning Act*. In recognition of this, City Council approved an Affordable Housing Strategy, which goes beyond land-use matters in addressing the key issues of increasing the supply of affordable housing and maintaining and protecting the existing affordable housing stock. A cornerstone of the strategy is the Action Ottawa Housing Initiative. Through this initiative, housing developers are offered municipal resources, such as surplus land, in exchange for providing long-term affordable housing.

Policies

1. Affordable housing is defined as housing, either ownership or rental, for which a low- or moderate-income household pays no more than 30 per cent of its gross annual income. The City has set a target of 25 per cent of housing units available each year to be affordable to households at the 30th income percentile for rental and the 40th income percentile for ownership housing.
2. A target of 25 per cent of the total new units in all development projects will be affordable housing, of which 15 per cent will be targeted to households up to the 30th income percentile and the remainder of the 25 per cent will be targeted to households up to the 40th income percentile. Recognizing that the 15 per cent target may create challenges for some developments, the City will consider alternative means to ensure that the target is met. For example:
 - a) Density bonusing could allow for certain areas of the development to provide housing in a more dense and therefore less expensive form;
 - b) A developer may opt to meet the requirement on alternative sites where that may be appropriate and the housing will be made available within a similar timeframe;
 - c) The developer may contribute sufficient land to the City, which will permit the City to find alternative ways to meet the 25 per cent requirement.
3. The City will work with the development industry and other groups having an interest in affordable housing, to determine the means by which the development review and approval process can contribute to achieving these requirements. Strategies will be recommended to City Council by the end of 2003 on this matter.
4. The City will prepare a Municipal Housing Statement which will be updated every five years and monitored annually, to:
 - a) Establish targets for the distribution of affordable housing between low-income and moderate-income households;
 - b) Establish targets for the distribution of affordable housing by tenure and size of unit;
 - c) Ensure the distribution of a variety of affordable housing in all areas of Ottawa.
5. Within the context of the Municipal Housing Statement, the City will investigate means to increase the supply of affordable housing by:
 - a) Engaging the private sector and non-profit and cooperative housing providers in meeting the affordable housing target for low-income and moderate-income households;

- b) Developing strategies to build affordable housing, such as the use of municipal property, development of air rights at transit stations, and financial incentives such as grants, property tax relief, and exemption from development charges and fees;
 - c) Proposing mechanisms to ensure that housing provided through such incentives remains affordable over the long term;
 - d) Seeking the necessary legislative authority to require cash-in-lieu of affordable housing, when reviewing development applications.
6. In accordance with the City's surplus real property disposal policy, all land that is surplus to the City's needs and suitable for residential development will be given priority for sale or lease for the development of affordable housing.
 7. The processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes, will be given priority by the City.
 8. The City will further promote the development of affordable housing through such means as infill construction, conversions of non-residential space, and adaptive re-use of buildings.
 9. The City will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit.
 10. Secondary dwelling units in both detached and semi-detached dwellings are permitted in all parts of the city in accordance with Section 3.1.

2.5.3 Schools and Community Facilities

Communities in Ottawa are planned to accommodate a variety of land uses, including employment and institutional uses, retail and commercial services, as well as cultural, leisure, and entertainment facilities. The location of these uses within the city will be subject to regulations to secure compatibility with surrounding uses and ensure the liveability of Ottawa's communities. In particular, requirements will be set through the development approval process described in Section 4 for the location of Major Urban Facilities, such as college campuses, large sports facilities, and major shopping centres. These facilities attract large numbers of people from across Ottawa and beyond, and must be located with good access to transit and arterial roads.

Through the Human Services Plan, the City is reviewing its physical infrastructure for recreation, arts, museums, libraries, community health and resource centres, childcare and long-term care facilities, as well as fire, police and emergency medical services, equipment and dispatch centres. Opportunities to locate facilities and services in the same location and to work with public and private partners are being explored.

Schools are a focus of community life in urban and rural areas. Besides their primary purpose as educational institutions, school facilities can be used for other purposes, such as daycares, indoor and outdoor recreational space, informal meeting places, and greenspaces within communities. The languages spoken in the schools – French, English, and an increasing number of other languages – reflects the cultural diversity of the school neighbourhood. Given these roles, the school is often the core of individual neighbourhoods, although many schools serve much larger communities. In the downtown, older suburbs and Villages, the presence of schools is critical in maintaining the number of family households and

ensuring future population growth. In new suburban communities, new schools are needed to reduce crowding and the bussing of students.

The decision to operate a school is at the sole discretion of the school board, and is guided by the board's policies and the requirements of the Ministry of Education. Although schools are outside the jurisdiction of the City of Ottawa, the City works with the school boards on many issues of mutual interest, including plans for new suburban neighbourhoods, to ensure that sites for new schools are identified. As the city continues to grow and change, the city's school boards, school communities, and neighbourhoods need to address the issues that arise when schools are proposed for closure.

Policy

1. The City will recognize that schools form part of the building blocks of any community, not only in providing education to children, but also amenity space and resources to the neighbourhood. The City will work in partnership with school boards and school communities to ensure that schools are provided in all communities. Where this is not possible and schools are identified by a school board as a candidate for closure, the City will work with the school boards, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and the school ground for open space, either in whole or in part.

2.5.4 A Strategy for Parks and Leisure Areas

Park and leisure areas are the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. These areas also include major facilities such as arenas, community centres, and major community complexes that combine recreation, child care, libraries and other facilities. Good park and leisure areas are well-distributed within communities, easily accessible from homes and linked to the Greenspace Network. They can be seen from many vantage points within the community, often fronting on two or more streets and are easily accessed by foot or bicycle. They are well landscaped and provide features such as drinking fountains, playgrounds, clusters of trees and shrubs, paved areas, and benches. They come in many shapes and sizes, depending on how they are used.

Policies

1. The City will prepare a Park and Leisure Area Strategy by the end of 2004 as part of the Greenspace Master Plan described in Section 2.4.5. This will be guided by the requirements of the Human Services Plan as well as the Official Plan.
2. Parks and leisure areas will be linked to the Greenspace Network through such means as:
 - a) Developing these areas in conjunction with other facilities such as schools and other institutions, stormwater management facilities, federal open spaces and other public lands, and private lands that permit public access;
 - b) Planning and managing municipally-owned lands, including roads and rapid-transit corridors, to create new connections to the Greenspace Network;
 - c) Other policies in this Plan concerning recreational pathways, Scenic Entry Routes, public access to waterways, and design of communities.

3. Subject to confirmation through the Greenspace Master Plan or community design plans, in Developing Communities and Villages the City will continue to pursue targets for parks and leisure areas similar to levels achieved by the previous municipalities. A target of a minimum of 2.0 hectares per 1000 population, or approximately 8 per cent to 10 per cent of developable land, will be pursued. These lands will include:
 - a) The parklands dedicated to the City under the *Planning Act*;
 - b) Lands leased from or secured by agreement with other public agencies such as the National Capital Commission for park and leisure purposes;
 - c) Large parks, such as Andrew Haydon Park, purchased by the City.
4. In residential areas, all homes will be within 400 metres of a greenspace.
5. New Park and Leisure Areas provided in urban areas and Villages will have the following characteristics:
 - a) Contribute to the equitable distribution of these areas within the community;
 - b) Be easily accessible by foot or by bicycle from homes and linked to other greenspaces;
 - c) Are visible from many vantage points within the community;
 - d) Have significant street frontage, in proportion to their size, often fronting on two or more streets depending on their shape and function.
6. As a condition of development or redevelopment, the City will acquire land for park or other public recreational purposes through the provisions of the *Planning Act*, including alternative requirements, in a way that best meets park and leisure needs of the community.
7. The City may require payment-in-lieu of the parkland dedication where the lands to be dedicated are not the right kind of land, or are not located in the best place, or where open space and parkland targets have already been met. Where payment-in-lieu is taken, it will be for the acquisition of new parkland or the improvement of existing local park and recreational facilities accessible to the area being developed.
8. The City will determine the parkland dedication for mixed-use development on the basis of the proportion of the site or building occupied by each type of use, or some other proportionate basis, and will implement these provisions through a parkland dedication by-law, which has been prepared in consultation with the public, the development industry, and other interested parties.

2.5.5 Cultural Heritage Resources

Heritage is a crucial aspect of the City's planning and infrastructure. It has the power to transform mundane daily experiences into a deeper understanding of where we have come from and enhances our quality of life by engendering an appreciation of local identity and shared community. Our cultural heritage, more than any other element of urban design, defines what is unique and distinct about Ottawa, and contributes to the liveability of our communities.

In recognition of the non-renewable nature of cultural heritage, and as the steward of Ottawa's cultural heritage resources, the City will continue to preserve those resources in a manner which respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural

environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

Cultural heritage resources generally fall into four categories:

Built heritage includes buildings, structures and sites that contribute to our understanding of our heritage and are valued for their representation of that heritage. They may reveal architectural, cultural, or socio-political patterns of our history or may be associated with specific events or people who have shaped that history. Examples include buildings, groups of buildings, dams and bridges.

Cultural heritage landscapes are any geographic area that has been modified, influenced, or given special cultural meaning by people. They provide the contextual and spatial information necessary to preserve and interpret the understanding of important historical settings and changes to past patterns of land use. Examples include a burial ground, historical garden or a larger landscape reflecting human intervention, such as the Rideau Canal, the Rideau and Ottawa Rivers, etc.

Archaeological resources include the physical remains and contextual setting of any structure, event activity, place, cultural feature or object which, because of the passage of time, is on or below the surface of the land or water, and is important to understanding the history of a people or place. Examples include individual artefacts or grouped features such as the remains of a pre-European aboriginal settlement.

Documentary and material heritage, such as archives, museums, and historical artefacts are addressed by the Arts and Heritage Plan, described in policy 17 below.

- The Official Plan provides for the conservation of cultural heritage resources by:
- Identifying cultural heritage resources and general policies for their protection in this section;
- Requiring conservation of cultural heritage resources in the preparation of community design plans, described below in Section 2.5.7;
- Applying very specific requirements when reviewing development applications impacting on cultural heritage resources, described in Section 4.6.

Policies

1. The City will provide for the conservation of cultural heritage resources for the benefit of the community and posterity. Cultural heritage resources include:
 - a) Buildings, structures, sites;
 - b) Archaeological resources;
 - c) Cultural heritage landscapes.
2. Individual buildings, structures, sites and cultural heritage landscapes will be designated as properties of cultural heritage value under Part IV of the *Heritage Act*. Groups of buildings, cultural landscapes, and areas of the city will be designated as Heritage Conservation Districts under Part V the *Heritage Act*. Any application to alter or demolish buildings which are individually designated or within designated Heritage Conservation Districts will be supported by a cultural heritage impact statement to ensure that the City's conservation objectives are achieved (see Section 4.6).
3. The City may recognize core areas of Villages, older residential neighbourhoods, cultural landscapes or other areas in both the urban and rural areas as Cultural Heritage Character Areas, where designation

under the *Heritage Act* may or may not be appropriate. In these areas, the City will prepare design guidelines to help private and public landowners construct new buildings, or additions or renovations to existing buildings, to reflect the identified cultural heritage features of the community.

4. The City will maintain a municipal heritage committee, known as the Local Architectural Conservation Advisory Committee (LACAC), composed of citizens to advise and assist City Council on heritage matters under the *Heritage Act* and on other heritage matters associated with the built environment and cultural heritage landscapes. The City will also maintain a Heritage Advisory Committee to advise and assist City Council on any other heritage matter, excluding research and recommendations related to heritage designation under the *Heritage Act*.
5. The City will give immediate consideration to the designation of any cultural heritage resources under the *Heritage Act* if that resource is threatened with demolition.
6. The comprehensive zoning by-law will include heritage overlay provisions to ensure that the development of heritage resources and the development of properties adjacent to heritage resources achieve the objective of conserving our cultural heritage.
7. The City's *Archaeological Resource Potential Mapping Study* (ARPMS) will form the basis for determining the archaeological potential of a site. In areas of resource potential, any application for development will be supported by an archaeological resource assessment to ensure that the City's conservation objectives are met (see Section 4.6.2).
8. The City will undertake a study by 2005 to enhance its inventory of cultural heritage landscapes to be conserved through the policies of this Plan.
9. The City will maintain a current and publicly accessible database of cultural heritage resources by:
 - a) Documenting and evaluating potential heritage resources in accordance with accepted practices and City Council's *Handbook for Evaluating Heritage Buildings and Areas*, and updating the inventory of heritage resources known as the *Heritage Reference List*;
 - b) Maintaining and updating a map of existing Heritage Conservation Districts designated under the *Heritage Act* as shown on Annex 2. Annex 2 may be updated without an official plan amendment;
 - c) Engaging a licensed archaeologist, at five-year intervals, to make a comprehensive review of all archaeological data in order to refine the ARPMS and to recommend any necessary changes to the *Implementation Guidelines for the Protection of Archaeological Resources*.
10. The City will maintain a heritage grant program for owners of designated heritage properties, in accordance with City Council's *Handbook for the Administration of the Heritage Grant Program*, and may participate in financial aid programs of other levels of government or of non-governmental organizations.
11. The City may participate in the development of heritage resources through acquisition, assembly, resale, joint ventures, tax credits, tax exemptions, or other forms of involvement that will result in the sensitive conservation, restoration, and/or rehabilitation of those resources.
12. The City will enhance the environs of heritage resources when undertaking its capital works and maintenance projects through such means as tree planting, landscaping, street improvements, underground wiring, and the provision of street furniture, lighting, signage and other streetscape components, consistent with the heritage character of the streetscape.

13. The City will utilize its maintenance and occupancy by-laws to facilitate the maintenance and conservation of heritage resources, and to ensure that the application of these by-laws is not detrimental to their conservation.
14. The City will administer the Building Code and other related codes and regulations to permit maximum conservation and re-use of heritage resources while still ensuring the health and safety of the public.
15. In addition to requiring specific assessments as described above, the City will support its objective to conserve heritage resources and to promote the stewardship of those resources by:
 - a) Endeavouring to identify and protect building interiors of significant heritage merit;
 - b) Commemorating cultural heritage resources with heritage plaques, awards and other forms of interpretation;
 - c) Entering into heritage easement agreements with owners of designated heritage properties or properties eligible for heritage designation, including entering into registered agreements with the owners of such properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval, the amount of such financial securities to be determined by a qualified heritage architect, and to be sufficient to ensure completion of the agreed-upon stabilization and conservation work;
 - d) Increasing its collaboration with the National Capital Commission and other federal departments and agencies, as well as the provincial government, to promote the conservation and enhancement of Ottawa's cultural heritage resources.
16. As the owner of many heritage resources, the City will protect, improve and manage its heritage resources in a manner which furthers the heritage objectives of this Plan and sets an example of leadership for the community in the conservation of heritage resources, including:
 - a) Designating its heritage resources under the *Heritage Act* where appropriate and reviewing all conservation plans for their maintenance with LACAC; and
 - b) Registering a heritage easement on a property to ensure its on-going protection when ownership is transferred from the City to others.
17. The City will adopt an Arts and Heritage Plan:
 - a) To identify a range of heritage strategies to complement its land-use planning initiatives; and
 - b) For heritage resources and heritage programming not directly related or associated with land use and the management of growth, to identify new initiatives and actions in the areas of heritage preservation, heritage facilities, heritage organizations and related projects that create a richer community life.
18. The City will recognize the cultural heritage policy infrastructure outlined by the preceding policies, and will allocate the necessary financial resources to ensure its maintenance and preservation, thereby ensuring that development occurs in harmony with, and respect for, unique and irreplaceable cultural heritage resources.

2.5.6 A Design Strategy for Ottawa

Urban design is creative problem-solving for building the urban environment. It defines the design issues surrounding a project or a community and makes clear the competing interests and objectives of all

concerned parties. It seeks the best fit among objectives and sets the ground rules for the work that follows by architects, landscape architects, engineers and builders. Urban design is three-dimensional and builds models or images that rise above the two-dimensional maps attached to zoning by-laws. Urban design is not only concerned with buildings, but equally important, the spaces between them, including green and open spaces, courtyards, parking areas, and all the elements of public infrastructure, including sidewalks and streets, street-lighting, street trees and street furniture. In this respect, urban design is of particular interest to the public sector, in that the public sector builds or approves many of the elements that are of importance to designing a better urban environment. Ultimately, urban design is of critical interest to the public who, in the end, will experience the buildings and spaces created through the design process.

There can be easy agreement on the objectives of good design: to create attractive and liveable communities, to build in harmony with nature, to allow for ease of movement, and to meet diverse needs. Other objectives could well be added. Where agreement may falter is in discussion of whether a specific project or area represents *good* design, since the objectives of good design can be met through many solutions. As well, a solution that represents good design in one context may not in another context, limiting the ability to use design templates or one-size-fits-all solutions to recurrent design challenges in the city, such as the design of streetscapes, parks, or the public face of new developments.

The City of Ottawa is beginning a dialogue on urban design in this Plan to engage its many neighbourhoods, the development industry, professional associations and other interested parties. Through this dialogue, the City intends to build a stronger culture of design and greater awareness of how urban design can contribute to the quality of the city's urban environment. Ottawa's urban design strategy will include many components:

- Exploring incentives, design guidelines, approaches to zoning, computer modelling programs, and other tools that support greater creativity and better urban design;
- Increasing design awareness through design competitions for municipal buildings, open spaces and other projects, and through design charrettes for neighbourhood plans or individual sites;
- Recognizing excellence in design through a design awards program, education and promotion in partnership with the private sector, professional associations, and others;
- Opening opportunities for independent peer review by architects, landscape architects, and urban designers;
- Recognizing that art is a significant component in the design and enhancement of public places;
- Providing leadership in urban design through the quality of public works delivered by the City and through its role as a partner with communities, the development industry and other levels of government.

Policies

1. The City will adopt a Design Strategy by the end of 2003 that identifies the various components of the strategy and how each will increase design awareness among communities, the private sector, among public and private professionals, and other parties.
2. The City will develop and implement a public art policy by the end of 2003, which will establish its purpose, processes and funding sources such as percent for art, in order to promote creativity,

innovation, and design excellence in the built and natural environments, and to add distinction, identity and artistic profile to public places, as further described in the Arts and Heritage Plan.

3. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.

2.5.7 Collaborative Community Building and Community Design Plans

This Plan designates many areas as places for residential or mixed-use development including the Central Area, Town Centres, Mixed-Use Centres, Developing Communities and Villages. It is intended that new development be directed to the appropriate locations in the city based on the growth management strategy of this Plan, while safeguarding and enhancing the liveability of our communities. To accomplish this, the Plan proposes an approach to collaborative community building that emphasises shared values and mutual obligation and builds trust and responsibility within the community. The objectives of collaborative community building will be to ensure that processes surrounding planning decisions are inclusive and creative and that they result in community plans that implement the policies of this Plan.

The City will work with the community, landowners, local businesses, school boards and other interested parties on community design plans that will be the backbone of any significant change in a community. They will provide the opportunity for early involvement and discussion by all parties about how future development can occur.

All communities are unique and have distinct opportunities and challenges for managing change. Although a community design plan can draw on earlier studies for the community, the main purpose of the community design plan is to translate the principles and policies of the Official Plan to the community scale. Therefore, the community design plan will conform to the Official Plan.

Community design plans will be undertaken, over time, for:

- Town Centres and Mixed-Use Centres designated on Schedule B, where a large potential for change exists, providing a mix of uses impacting on city-wide systems and contributing to a larger community;
- Villages designated on Schedule A, where expansion of a current Village is proposed;
- Mainstreets designated on Schedule B. The cumulative ability of mainstreets to accommodate growth is significant;
- Developing Communities, designated on Schedule B, where a comprehensive plan is required to meet the policies of the Official Plan.

As indicated in Section 3, community design plans are required before development proceeds in Developing Communities and in Villages where a boundary expansion has been approved. In Mainstreets, Town Centres and Mixed-Use Centres, development can proceed before a community design plan is completed, although such a plan is desirable in areas where change is occurring. Since community design plans are to manage growth within the city, they should be completed in a timely and strategic manner, prioritizing areas where they are most needed. While the City will undertake a program of community design plans each year, other groups may also initiate a plan provided it meets the policies of this Plan.

While community design plans are not envisioned for all areas of the city, they can be pursued where circumstances warrant and resources are available.

As well, the City may undertake a variety of planning studies or request proponents of development to undertake such studies as are needed to provide sufficient information to guide City Council decisions on future development of specific areas within the city. These studies could include, for example, concept plan for large vacant or redeveloping areas, design studies for commercial cross-roads, or expansion studies for universities. While the terms of reference for these studies will vary, all will include a collaborative approach with communities and other parties interested in the proposed development. Annex 3 shows the areas where City Council has adopted a policy plan or a community design plan to guide future development.

Policies

1. The City will initiate community design plans and prioritize areas where such plans will be undertaken in its annual work program. If circumstances arise where additional plans are proposed as a priority, staff may seek the advice of City Council in adjusting priorities.
2. Community design plans will be undertaken jointly by city departments, residents, landowners, businesses, and other interested parties in an open and public process.
3. Community design plans will include the following elements:
 - a) Specific objectives for the area to ensure that development meets the goals of this Plan, including objectives for the mix of housing types and land uses to be achieved and targets for affordable housing; provision of greenspace; and transit ridership;
 - b) A description of the social, physical and environmental context of the area, in sufficient detail to serve as a basis for proposing new development;
 - c) A discussion of any issues arising from the unique circumstances of the area and how these are addressed in the plan;
 - d) A plan for the built environment that shows in sufficient detail to guide zoning and subdivision:
 - i) Pedestrian and cycling facilities, transit routes, the location of collector and arterial roads, and other infrastructure,
 - ii) The design of greenspaces, landscaping requirements, natural features, views and vistas, and other elements of the open space structure,
 - iii) The location of various land uses and their built form, in such terms as building massing and heights, lot sizes, treatment of façades, and other matters;
 - e) Analysis of the effects of proposed development on adjacent communities, including cut-through traffic; the natural environment of the area; and the City's transportation infrastructure, water, wastewater, and stormwater services;
 - f) Guidelines for evaluating development applications in terms of whether they conform to the plan, and guidelines for determining whether and how the plan will be modified. In that regard, the plan may indicate circumstances where City Council is the approval authority for proposed changes to the plan;
 - g) Where heritage resources exist or may exist, a cultural heritage planning statement will be required in accordance with the City's cultural heritage provisions for community design plans;

- h) Other studies or elements that may be required to meet the objectives of this Plan.
4. The community design plan will include a plan for the phasing of development and show how the plan will be implemented through such measures as:
 - a) Supporting strategies, such as streetscape improvement, traffic management plans and infrastructure improvement plans;
 - b) The use of *Planning Act* tools, such as zoning by-laws, site plan approval and other development application review processes;
 - c) City incentives and capital investments such as infrastructure capacity improvements;
 - d) Community-based initiatives such as community reforestation, community gardens or cooperative housing projects.
 5. Community design plans will draw upon studies and plans prepared in the past for the area. Once City Council approves a community design plan or other comprehensive policy plan, the approved plan will guide future development of the area.
 6. Community design plans will be approved by City Council as secondary plans by amendment to this Plan for:
 - a) Mixed-Use Centres, including Town Centres;
 - b) Villages, where a change in boundary is proposed.
 7. Community design plans for Developing Communities will be approved by City Council as policy documents to guide the approval of subsequent subdivision, zoning and site plan applications and may require an amendment to this Plan where a change in a schedule is required.
 8. Community design plans for all other land-use designations will be approved by City Council as policy documents to guide the approval of subsequent subdivision, zoning and site plan applications.
 9. Secondary plans existing prior to the formation of the new City of Ottawa are included in Volume 2 and the urban and rural areas subject to these plans are shown on Annex 4 and Annex 5. Over time, community design plans will replace many of these secondary plans.
 10. The Village of Carp and the Carp Road corridor will be the subject of individual community design exercises, both of which are to be completed by the end of 2003. The results of these exercises will be used to determine the boundaries of the rural employment area and the policies associated with it and the detailed land-use designations for each of these areas that will be incorporated by separate amendments into the Plan.

Section 3 – Designations and Land Use

The previous section of this Plan laid out the City’s broad policies that will govern growth and change in Ottawa over the coming decades. This section of the Plan provides more detailed direction for the use of land within specific areas of the city. These areas are identified by land-use designations. A land-use designation describes an area of land within which a specific set of policies applies. The first policy typically identifies the objective of the designation. Subsequent policies, taken together, provide a framework for making land-use decisions within the designation.

A land-use designation in an official plan is implemented through a range of more detailed land-use zones in a zoning by-law. While the zoning by-law is more detailed, it must conform to the policies in the official plan. The official plan also directly influences the division of land through plans of subdivision or by severance.

In some cases, designations are prescriptive, in that they lay out what is permitted and how development may proceed, while in other cases the designations are permissive in nature and describe the type of changes the City will encourage over time. In areas where little or no new development is desired, such as environmentally-sensitive areas, the zoning will restrict the number and types of uses that are permitted. In areas where growth and change are anticipated, the subsequent zoning may permit a variety of compatible uses.

This section also contains policies related to uses that will be considered appropriate in a number of designations without requiring a zoning by-law amendment. The zoning by-law will contain criteria to ensure that they remain compatible with existing development and take into consideration the characteristics of different communities and the protection of the environment.

The zoning by-law will provide more detail on the specific uses permitted within each zone. When considering the provisions of the following land-use designations, it is important to understand the broad policies outlined in Section 2. In addition, Section 4 contains policies guiding the review of development applications. In many cases, new development, the expansion of existing development or a change in the use of land will necessitate studies and assessments, to be undertaken as part of the City’s review of development applications.

3.1 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 will be permitted within all land-use designations, subject to the policies set out below and in other applicable sections of this Plan.

Policies

Secondary Dwelling Units

1. Where the zoning by-law permits a detached or semi-detached dwelling, a secondary dwelling unit within these dwellings will also be permitted. Standards may be established in the zoning by-law to govern compatibility with the main dwelling and surrounding land uses. Where a secondary dwelling unit is to be located above a detached garage, an amendment to the zoning by-law will be required.

Group Homes

2. Where the zoning by-law permits a dwelling, the by-law will also permit a group home. The zoning by-law may include area-specific provisions to regulate the type, size and location of this use.

Rooming Houses

3. Where the zoning by-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, Mixed-Use Centre, Mainstreet, Employment Area, Enterprise Area, General Rural Area, and Village, the zoning by-law will also permit a rooming house. The zoning by-law may include area-specific provisions to regulate the size and location of this use. The By-law may provide for the location of larger-sized facilities in areas of higher-density and/or employment or institutional areas, as appropriate.

Shelter Accommodation

4. Where the zoning by-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, Mixed-Use Centre, and Village, the by-law will also permit shelter accommodation. Shelter accommodation shall be designed in a manner compatible with the general area. The zoning by-law may include area-specific provisions to regulate the size and location of this use.

Retirement Homes

5. Where the zoning by-law permits a dwelling in areas designated General Urban Area, Developing Community, Central Area, Mixed-Use Centre, Mainstreet, Employment Area, Enterprise Area, General Rural Area, and Village, the by-law will also permit a retirement home, which is not a care facility. Retirement homes with full care facilities will be directed to higher density residential areas. The zoning by-law may include area-specific provisions to regulate the location of this use.

Care Facilities

6. Care facilities that provide daily temporary care of children, seniors and/or the disabled will be permitted in areas designated General Urban Area, Developing Community, Central Area, Mixed-Use Centre, Employment Area, Enterprise Area, General Rural Area, and Village. The zoning by-law may include area-specific provisions to regulate the type, size and location of these uses.

Garden Suites

7. Where the zoning by-law permits a dwelling, a garden suite may only be permitted subject to a rezoning as a temporary use. A garden suite means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.

Home-Based Business

8. Where the zoning by-law permits a dwelling, a home-based business will also be permitted. The provisions of the zoning by-law will contain appropriate regulations to ensure compatibility with residential areas so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of traffic.

Public Utilities

9. Public utility facilities, Ontario Power Generation Inc. facilities and Hydro One Networks Inc. facilities that are subject to the requirements of the *Environmental Assessment Act*, may be permitted in all land-use designations of this Plan.
10. Other public utilities and municipal services and facilities are permitted in all land-use designations on Schedules A and B, except in Natural Environment Areas, Significant Wetlands South and East of the Canadian Shield, Sand and Gravel and Limestone Resource Areas, or in Flood Plains and Unstable Slopes shown on Schedule K, provided that:
 - a) Such use is necessary in the area and adequate measures are taken to ensure the use and its design are compatible with the surroundings;
 - b) Adequate off-street parking and loading facilities are provided;
 - c) The construction of permanent buildings is discouraged where an area, not in one of the identified designations, is found to be environmentally sensitive;
 - d) The design of the utility or facility meets the intent of the policies expressed elsewhere in this Plan;
 - e) Where proposed in Agricultural Resource Areas and areas designated Urban Natural Features or Rural Natural Features, the location must be essential for the provision of the utility, service or facility or constitutes a necessary expansion of an existing facility.

Wireless Communication Facilities

11. Wireless telecommunications towers are permitted in all land-use designations on Schedules A and B, except in Natural Environment Areas, Significant Wetlands South and East of the Canadian Shield, Urban Natural Features or in Flood Plains and Unstable Slopes shown on Schedule K. However, when a wireless communication facility is established in a Sand and Gravel or Limestone Resource Area, it will be considered as an interim use pending future extraction of mineral resources. Where new communication facilities, whether publicly or privately operated, are proposed, the City will minimize the number of privately-operated communications facilities in the rural area by:
 - a) Encouraging proponents to share existing transmission towers in the vicinity to provide the same level of coverage;

- b) Encouraging communication companies to collaborate in the design of their coverage so that they can share transmission facilities;
- c) Encouraging companies to size new structures so that they can be shared in the future;
- d) Ensuring that ground level compounds and equipment facilities are attractively designed and screened from public view.

Wayside Pits and Quarries

12. Wayside pits and quarries, portable asphalt plants and temporary concrete batching plants used on public authority contracts are permitted in all land-use designations except Natural Environment Areas, Urban Natural Features, Significant Wetlands South and East of the Canadian Shield, and in areas abutting the Ottawa and Rideau Rivers and in areas of existing development. A permit for a wayside pit or quarry is granted subject to the provisions of the *Aggregate Resources Act* and as such, the public consultation process and the rehabilitation of the site must be carried out in conformity with the Act.

Parks and Leisure Areas

13. Parks and leisure areas are land uses that support the daily life and functioning of a community and are permitted in all land-use designations with the exception of lands designated on Schedules A and B as Significant Wetlands South and East of the Canadian Shield, Natural Environment Areas, Urban Natural Features, and Agricultural Resource Areas.
14. Where parks or leisure areas are located on land designated Sand and Gravel or Limestone Resource Area, they will be considered as interim uses pending future extraction of the mineral resources.

3.2 Natural Environment

The environmental designations on Schedule A and Schedule B are Significant Wetlands South and East of the Canadian Shield, Natural Environment Area, Rural Natural Features, and Urban Natural Features. The areas identified by these designations make up a significant part of the natural systems of the city. These areas may also be linked by streams and wooded corridors that may or may not be located in the same designations but which allow for the migration of wildlife and the maintenance of natural functions across a large area. The designated lands have been identified through various federal, provincial, and municipal studies and include combinations of the following features:

- A high level of diversity in terms of features, functions, representation or amount of native vegetation and animal communities;
- A high level of diversity in the mix of forests, wetlands, and other natural features;
- Extensive areas of high-quality forests and woodlands;
- Native vegetation that is rare or uncommon within the province or the city;
- Endangered, threatened, vulnerable or other rare species;
- Fish habitat and significant wildlife habitat, including areas with seasonal wildlife concentrations;
- Wetlands, springs and other hydrological features or functions, such as seeps and recharge areas.

3.2.1 Significant Wetlands South and East of the Canadian Shield

Wetlands are essential components of ecosystems that contribute to the high quality of the environment in Ottawa. Wetlands control and store surface water to assist in flood control, act as sediment traps to improve water quality, and provide habitat for a wide variety of plant and animal species and may serve as recharge areas for groundwater resources. The Ministry of Natural Resources has developed a system that evaluates the biological, social, hydrological and special features of wetlands to determine their relative significance in Ontario and has identified certain areas as Significant Wetlands South and East of the Canadian Shield.

Policies

1. Significant Wetlands South and East of the Canadian Shield are designated on Schedules A and B in order to protect these sensitive areas and support their natural functions.
2. With the exception of the provisions in policies 5 and 6 below, no development or site alteration is permitted within Significant Wetlands South and East of the Canadian Shield.
3. For the purpose of this section, development is defined as the creation of a new lot, a change of land use, or the construction of buildings and structures requiring approval under the *Planning Act*. Development does not include activities that create or maintain infrastructure within the requirements of the environmental assessment process or works subject to the *Drainage Act*.
4. For the purpose of this section, “site alteration” will mean activities, such as fill, grading and excavation that would change the landform and natural vegetative characteristics of a site.
5. Within the Significant Wetlands designation, uses which do not adversely affect the natural characteristics of the wetland, such as open air recreation; scientific, educational, or conservation uses associated with the environmental features; agriculture operations existing at the time of adoption of this Plan; and forestry as defined by the *Forestry Act* are permitted.
6. A single-detached dwelling and accessory buildings are permitted on lots existing as of the date of adoption of this Plan, where the lot fronts on an existing public road, and where a dwelling is permitted in the zoning by-law. In such a case and where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized.
7. An Environmental Impact Statement is required for:
 - a) The creation of a single lot by severance within 30 metres of the boundary of a Significant Wetland South and East of the Canadian Shield;
 - b) Other development permitted under the policies of this Plan within 120 metres of the boundary of a Significant Wetland South and East of the Canadian Shield.
8. The requirements of the Environmental Impact Statement may vary, depending on such matters as the scale of the proposed development, the nature of the site, the availability of comprehensive studies for the area, and those matters identified in Section 4.7.8.
9. The boundaries of land designated Significant Wetlands South and East of the Canadian Shield are based on a variety of more detailed mapping sources as prepared by the Ministry of Natural Resources.

However, when more detailed environmental studies are completed, this additional information may require minor adjustments in the definition of features and functions and the interpretation of the boundary. It is not intended that these minor adjustments will require amendment to this Plan. Notwithstanding the foregoing, an amendment to this Plan is required to designate new areas as Significant Wetlands, to extend wetlands to include wetland complexes, or to delete areas from the designation.

3.2.2 Natural Environment Areas

The Natural Environment Area designation applies to land having a high environmental value as assessed through federal, provincial, and municipal studies. This designation identifies sensitive areas where development could unduly stress ecological functions and where careful management, restoration and enhancement are required.

The Natural Environment Area designation includes areas identified by the Province as significant wetlands and related complexes on the Canadian Shield, such as the Carp Hills and South March Highlands. The Province has also identified Provincially Significant Areas of Natural and Scientific Interest (Life Science), such as Green's Creek, in the eastern area of the Greenbelt, and Torbolton Forest near Constance Bay, as areas that are significant in the larger area that includes the City of Ottawa.

Natural Environment Areas within the Greenbelt were identified by the National Capital Commission and are owned and managed, for the most part, by the federal government. All of these areas were also identified through a city-wide assessment of natural areas, the Natural Environment Systems Strategy, prepared by the Region of Ottawa-Carleton between 1995 and 1997. These areas were found to be among the most significant in Ottawa in terms of maintaining biodiversity and ecological functions.

Natural Environment Areas are owned by public bodies and private individuals and managed under a variety of arrangements. Land within the Burnt Lands on the western boundary of the city, for example, is owned and managed by the Ministry of Natural Resources and the Nature Conservancy of Canada. A large portion of the Marlborough Forest is owned by the City of Ottawa, which altogether owns and manages more than 10,000 hectares of forest in the rural area.

Restoration and enhancement of natural features and functions are the primary objective of management plans for publicly-owned land. Extensive portions of Natural Environment Areas are owned privately and their protection depends on private stewardship.

Policies

1. Natural Environment Areas are designated on Schedules A and B. These lands are designated to ensure that the natural features and functions inherent in each area are protected and preserved.
2. Uses permitted on land designated Natural Environment Area include uses which do not adversely affect the natural characteristics of the area, such as open air recreation; scientific, educational, or conservation uses associated with the features of the environmental area; existing agriculture operations; or forestry as defined by the *Forestry Act*.
3. A single-detached dwelling and accessory buildings are permitted on an existing lot of record, which has frontage to a public road. Where new construction is permitted on a lot that lies partially within the

- boundaries of a designated area, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized.
4. Where a Natural Environment Area is in private ownership, the City will consider land acquisition in accordance with the following:
 - a) At the request of the landowner, negotiate a price based on an independent market value appraisal;
 - b) Improvements will not be acquired unless requested by the landowner;
 - 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;
 - d) If an agreement cannot be reached within a 6-month period, the City will either:
 - i) Acquire the property through expropriation in accordance with the *Expropriations Act*, or
 - ii) Consider an individual severance as per policies of Section 3.7.2 General Rural Area where it can be demonstrated through preparation of an Environmental Impact Statement, as outlined in Section 4.7.8, that any adverse impact on the significant natural features and functions in the area can be avoided or minimized and the proposed severance meets all other requirements for residential severances.
 5. The City may consider alternate methods, where acquisition is not feasible, to meet its objectives for the preservation of Natural Environment Areas, including exchanging lands of similar value, negotiating conservation easements, entering into agreements with other public bodies concerning land management/maintenance, and other methods that may be proposed from time to time.
 6. Land in Natural Environment Areas acquired by the City may be used for:
 - a) The protection and enhancement of natural values;
 - b) Recreational uses such as cross country skiing, provided that a management plan has been prepared and it has been demonstrated that the uses will not have an adverse impact on significant natural features and functions;
 - c) Public use only if it has access from an open right-of-way or from other public land that is itself accessible;
 - d) Leasing to another party for a specified purpose permitted in policy 2 above, having regard for the interests of adjacent landowners and in accordance with other objectives and policies in this section.
 7. The boundaries of land designated Natural Environment Areas are based on a variety of more detailed mapping sources as described above. However, when more detailed environmental studies are completed, this additional information may require minor adjustments in the definition of features and functions and the interpretation of the boundary. It is not intended that these minor adjustments will require amendment to this Plan. Where such interpretation impacts provincially significant Areas of Natural and Scientific Interest, identified on maps prepared by the Ministry of Natural Resources, the Ministry will be consulted.
 8. An Environmental Impact Statement is required for:
 - a) Development permitted by the policies of this Plan on existing lots within the Natural Environment Area designation;

- b) All new development, including new lot creation, within 30 metres of the boundary of the designated area.
- 9. The requirements of the Environmental Impact Statement may vary, depending on such matters as the scale of the proposed development, the nature of the site, the availability of comprehensive studies for the area, and other matters identified in Section 4.7.8.

3.2.3 Urban Natural Features

Urban Natural Features provide a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines. These features may occur on City, federal, provincial and privately-owned lands. While many of these features have been identified in the City of Ottawa's *Natural and Open Spaces Study* (NOSS) undertaken by the former City of Ottawa, or by individual environmental studies, a comprehensive study that identifies all significant natural features and assesses their relative environmental value across the entire urban area is required in order to establish environmental protection priorities for the City.

Policies

- 1. Urban Natural Features are designated on Schedule B. The purpose of this designation is to preserve natural features that are currently managed for conservation or passive leisure uses.
- 2. Additional Urban Natural Features may be identified on Schedule B in the following circumstances:
 - a) Upon completion of an Urban Natural Areas Environmental Evaluation Study as part of the Greenspace Master Plan, which will establish the relative environmental values of natural features throughout the urban area (see Section 2.4.5);
 - b) Upon adoption of subwatershed studies or other environmental studies that identify natural features worthy of protection;
 - c) Upon securing natural areas in the urban area for conservation purposes, through the development review process or other means.
- 3. Uses that do not adversely affect the natural characteristics of the area, such as open air recreation; scientific, educational, or conservation uses associated with the environmental features; agriculture operations established at the time of adoption of this Plan; or forestry as defined by the *Forestry Act* are permitted, subject to the policies below.
- 4. The boundaries of land designated Urban Natural Features are based on a variety of more detailed mapping sources identified above. However, when more detailed environmental studies are completed, this additional information may require minor adjustments in the definition of features and functions and the interpretation of the boundary. It is not intended that these minor adjustments will require amendment to this Plan.
- 5. An Environmental Impact Statement is required for any development within 30 metres of the boundary of a designated Urban Natural Feature. The requirements of the Environmental Impact Statement are defined in Section 4.7.8 and may vary, depending on such matters as the scale of the proposed development, the nature of the site, and the availability of comprehensive studies for the area.

3.2.4 Rural Natural Features

Rural Natural Features are natural areas in the rural area that contain woodlands, wetlands, and wildlife habitat that were identified by the Natural Environment Systems Strategy as significant within the context of the City of Ottawa. Any development within or adjacent to these lands must be assessed in terms of its impact on the area's natural feature, particularly impacts arising from the extent of disturbance and the location of buildings.

Policies

1. Rural Natural Features are designated on Schedule A to protect locally-significant natural areas and the city's tree cover.
2. The uses permitted in the General Rural Area in Section 3.7.2 are permitted on land designated Rural Natural Features. Any development:
 - a) Involving the creation of two or more lots by severance or subdivision; or
 - b) Requiring a zoning by-law amendment or a variance to change a use or expand a use; or
 - c) Requiring site plan approval;

must be supported by an Environmental Impact Statement, as described in Section 4.7.8, which demonstrates that development can occur with no adverse impact on the significant ecological features and functions in the natural feature. Any allowed uses should avoid significant encroachment on the features for which the area has been designated.

3. Where new construction is permitted on a lot that lies partially within the boundaries of a designated area, the new construction and on-site servicing will be located outside the boundary of the feature to the greatest extent possible and disturbance of the natural feature will be minimized.
4. In order to preserve what is irreplaceable, where a Major Open Space abuts a river corridor as defined in Section 4.6.3, any activities or uses in policy 3 (above) must be ones that require a waterfront location.
5. That the City will pursue measures as identified in Section 2.4.5, policies 10, 11 and 12 to assist in the protection of Rural Natural Features.

3.3 Open Space

3.3.1 Major Open Space

Major Open Spaces are large parks such as Walter Baker Park, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Most Major Open Spaces are already in public ownership. The Rideau River and Canal are national historic sites and development of marinas on adjacent lands requires approval of Parks Canada. Major Open Spaces are a key component of the Greenspace Network (see Section 2.4), which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.

Policies

1. Major Open Spaces are designated on Schedules A and B to protect the larger open spaces in Ottawa that are in or are intended to be in public ownership, and are to be generally available for public use and enjoyment.
2. The boundaries of Major Open Space are based on a variety of maps and sources. When more detailed information is obtained from federal, provincial or municipal studies, or through development agreements this information may require minor adjustments in the interpretation of the boundary. It is not intended that these minor adjustments will require amendment to this Plan.
3. The following activities and uses are permitted:
 - a) Sport, recreation, leisure and cultural facilities including water-oriented activities along shorelines, which do not adversely affect the natural environment, cultural heritage and open space characteristics of the area or require or result in landform modifications;
 - b) Uses that involve scientific or educational study, conservation, interpretation or restoration of the elements of the natural and cultural heritage of the area or waterways;
 - c) New small-scale commercial activities and institutional uses will be permitted subject to a zoning by-law amendment, where the use contributes to or is ancillary to a use permitted above, and does not detract from the natural environment, cultural heritage and open space characteristics of the area;
 - d) Roads and infrastructure identified within this Plan.
4. Existing dwellings will be recognized as conforming uses; however, residential infill on vacant lots and the creation of new residential lots will not be permitted.
5. The City will work with partners such as the City of Gatineau, the National Capital Commission, and river-front neighbourhoods and communities on studies and plans for Major Open Space and the Ottawa River corridor.
6. The City will review its Major Open Space needs in the Rideau River Corridor running through the South Urban Community in recognition of the planned growth in this community. The review will include the development of a strategy to preserve and enhance public access and use of this corridor, as well as conserve and restore elements of the natural and cultural heritage of this waterway, in a manner consistent with the policies in Section 4.6.3.

3.4 Central Experimental Farm

The Central Experimental Farm is a National Historic Site and cultural landscape of national historic significance as well as having significant local heritage value that contributes to Ottawa's distinct identity. It is owned and operated by the federal government as an active and operating agricultural research station, containing a complex of laboratories, research fields, offices, greenhouses and farm buildings, an arboretum, public gardens and museums. Many of these buildings and sites also have local heritage value.

Policies

1. The boundaries of the Central Experimental Farm as a National Historic Site and cultural heritage resource are identified on Schedule B. The lands contained within the Central Experimental Farm boundary are subject to a number of land-use designations.
2. Those lands designated Major Open Space, Urban Natural Features and General Urban Area are subject to the policies of those designations found elsewhere in this Plan.
3. The interpretation of land-use designation boundaries within, and the design and interpretation of roads within and adjacent to, the Central Experimental Farm will respect the cultural heritage integrity and minimize fragmentation of the historic landscape features and the open space character of the Central Experimental Farm.
4. Proponents of development proposals or public works in or adjacent to the Central Experimental Farm are required to prepare a cultural heritage impact statement as described in Section 4.6.1. Reference to the Commemorative Integrity Statement prepared by Parks Canada will ensure that the proposed development does not compromise the characteristics that represent and contribute to the Central Experimental Farm's heritage value.

3.4.1 Agricultural Research

Policy

1. On lands designated Agricultural Research, the main permitted uses are farming and associated research, public gardens, agricultural museums, and other related uses. In addition, uses such as leisure, recreation and cultural activities and ancillary commercial uses may be permitted where they conserve the historic structures, historic landscape and open space character of the farm.

3.5 Greenbelt

The National Capital Greenbelt is a 20,000-hectare rural landscape that is a distinguishing feature of Ottawa, providing a separation between the urban area within the Greenbelt and the urban communities that have been established just beyond it.

The Greenbelt is a mosaic of land uses and facilities. It contains Natural Environment Areas that link environmental features within the urban area to larger natural landscapes in the rural area. Farming continues as a viable economic activity on Agriculture Resource land. Other economic activities include government and private-sector research and development facilities, as well as the Ottawa Macdonald-Cartier International Airport. The Greenbelt also contains large-scale community facilities such as the Nepean Sportsplex, the Queensway-Carleton Hospital and the Ottawa-Carleton Detention Centre as well as several schools and churches.

The policies for the Greenbelt in this Plan implement the provisions of the 1996 *Master Plan for the National Capital Greenbelt*, prepared by the National Capital Commission.

The rural character of the Greenbelt has been challenged in the past by applications to develop large community facilities, commercial developments and transportation infrastructure. Where these uses are permitted, they should be designed in such a way as to minimize their impact on the rural character.

Policies

1. The boundaries of the Greenbelt are identified on Schedule B. Within the Greenbelt boundary the land is placed into a number of land-use designations. Some of these designations are also found outside the Greenbelt while others are specific to this area.
2. Those lands designated Natural Environment Areas, Significant Wetlands South and East of the Canadian Shield, and Agricultural Resource Areas are subject to the policies for those designations found elsewhere in this Plan, with the exception that lot creation will not be permitted.
3. Notwithstanding policy 2 above, infill development, including lot creation, is permitted in Ramsayville, Blackburn Station and Burkes Settlement in accordance with policy 19 in Section 3.7.3.
4. Roads and other infrastructure will be designed to maintain the rural character of the Greenbelt in order to minimize the fragmentation of farmland and natural areas. Combining infrastructure in a limited number of corridors and utilizing existing rights-of-way wherever possible can help achieve this end. Transportation infrastructure, including lighting, will be designed to a rural standard.

3.5.1 Greenbelt Rural

Policies

1. Lands designated Greenbelt Rural on Schedule B are to be used for farming, forestry, recreation, and small-scale commercial uses directly related to rural activities within the Greenbelt, such as bed and breakfasts, farm-gate sales, and farmer and artist markets. Lot creation is not permitted.
2. Lands designated Greenbelt Rural, and located adjacent to a Greenbelt Employment and Institutional Area, may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Employment and Institutional Area, provided the ancillary uses have limited employment associated with them.

3.5.2 Greenbelt Employment and Institutional Area

Policy

1. Lands designated Greenbelt Employment and Institutional Area on Schedule B permit institutional, cultural, recreational and research facilities provided that:
 - a) The programming, land use, and landscape character of these facilities respect the Greenbelt's rural character and benefit from an extensive open area, isolation or a rural environment;
 - b) Activities that do not require an extensive open area, isolation or a rural environment, such as office employment, are only permitted as uses accessory to the primary use;
 - c) 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.

3.6 Urban Designations

3.6.1 General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses will be found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre. While the City is supportive of the establishment of a broad mix of uses in Ottawa's neighbourhoods, this is not meant to imply that all uses will be permitted everywhere within areas that are designated General Urban Area. The zoning by-law will continue to regulate the location, scale and type of land use in accordance with the provisions of this Plan. Within areas designated General Urban Area, zoning will allow within neighbourhoods those uses that provide for the local, everyday needs of the residents, including shopping, schools, recreation and services, but will direct those uses that also serve wider parts of the city to the edges of neighbourhoods on high-order roads, where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily met and impacts controlled. Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

Policies

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, shopping, service, industrial, cultural, leisure, park and natural areas (not otherwise identified in the Plan), entertainment and institutional uses.
2. The evaluation of development proposals in General Urban Areas will be in accordance with Section 2.5.1.
3. Major Urban Facilities will be considered in accordance with Section 3.6.7.
4. A full range of retail uses will be considered, as defined in Section 3.6.8.
5. Land extensive uses, such as automobile dealerships, are generally discouraged in General Urban Areas but, if permitted, must meet the following criteria:
 - a) Such uses are only located on an arterial road;
 - b) Most of the site's street frontage is occupied by buildings;
 - c) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate means;
 - d) Motor vehicle sales or leasing establishments may not place their goods for sale or display in the municipal right-of-way.
6. Applications to amend the zoning by-law within the General Urban Area to permit a variety of uses supplying everyday goods and services will be subject to appropriate regulations to ensure that the uses

complement adjacent residential land uses and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that lands proposed for these purposes:

- a) Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
 - b) Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
 - c) Are situated to take advantage of pedestrian and cycling patterns;
 - d) Make extensive use of elements such as canopies, signage display windows and storefront entrances adjacent to the sidewalk or pathway system;
 - e) Are not better located on lands designated as Mainstreets.
7. When considering applications for a zoning by-law amendment to permit non-residential uses other than those identified in policy 5 above, City Council will require that potential conflicts with adjacent residential development are minimized through the application of the policies in Section 2.5.1. Such uses will be directed to locations where anticipated impacts can be adequately mitigated or otherwise addressed. These include:
- a) Locations along the rapid-transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
 - b) Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forest may be taken into account.
8. When considering a proposal for residential intensification through infill or redevelopment, the City will:
- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
 - b) Apply the policies of Section 2.5.1.
 - c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
 - d) Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.
9. Industrial uses that exhibit characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in areas designated General Urban Area, but will be directed to an appropriately zoned area within an Enterprise Area.
10. A community design plan will not be required for lands within the General Urban Area designation.

3.6.2 Mixed-Use Centres

The Mixed-Use Centre designation in this Plan applies to lands that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. They act as focal points of activity, both within their respective communities and within the larger municipal structure. Mixed-Use Centres constitute a critical element in the City's growth management strategy, being areas with high potential to achieve compact and mixed-use development. They are limited in number and represent opportunities for substantial growth. In some cases, development centred on a rapid-transit station will require ambitious reconfigurations of the station lands in order to facilitate options for intensification – for example, the use of air rights over grade separated infrastructure at Hurdman or Cyrville stations. Certain Mixed-Use Centres, such as Tunney's Pasture and Confederation Heights, are centred on concentrations of employment and these concentrations are likely to continue. However, the area that functions within a Mixed-Use Centre extends beyond the limits of these concentrations. It is the intent of this Plan that Mixed-Use Centres ultimately develop as "good places" in their own right as components of complete neighbourhoods. They should contain development that is both locally- and regionally-oriented. Where a concentration of single-use activity occurs, it is intended that the interface with the surrounding community improve through such means as the addition of community-serving uses and improved physical linkages.

Development at Mixed-Use Centres will take advantage of the opportunities offered by transit for both internal and external commuting and ease of access on foot and by bicycle. By virtue of careful attention to design, orientation and a mix of uses, development in Mixed-Use Centres will contribute to the diversity of land use in the immediate area and foster the creation of vibrant centres of activity, particularly within the Urban Area outside the Greenbelt. This Plan establishes minimum targets for employment in Mixed-Use Centres.

Policies

1. Mixed-Use Centres are designated on Schedule B. They are strategically located with respect to the transportation system and accessible by all modes of transportation, are centred on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city. Transit-supportive land uses, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses (in accordance with Section 3.6.8), entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing will be encouraged to locate in Mixed-Use Centres.
2. Employment targets of at least 5000 jobs (10,000 jobs in the case of Mixed-Use Centres identified by the symbol "TC" on Schedule B) will be accommodated.
3. In order that an appropriate transition occur between a Mixed-Use Centre and the adjacent General Urban Area, the policies of Section 2.5.1 will apply.
4. Mixed-Use Centres constitute priority areas for the completion of community design plans, which will be adopted by amendment to this Plan and identified in Annex 4. Volume 2 identifies Mixed-Use Centres for which plans currently exist. A community design plan will be required for each Mixed-Use Centre based on the criteria contained in this section and in Section 4.3 and will establish the exact

boundaries of each Mixed-Use Centre. The community design plan will facilitate a more intense development pattern that is oriented to the rapid-transit network and offers greater variety and enhanced choice. The community design plan will pay particular attention to ensuring that growth is implemented in a way that is sensitive to the existing urban fabric. In addition to the provisions of Section 2.5.7, a community design plan carried out within a Mixed-Use Centre designation will address the following:

- a) How to ensure that development within the Mixed-Use Centre will be transit-oriented, achieve the functional integration of transit and the surrounding uses at an intensity and mix of uses that will be supportive of transit use, and result in increased ridership levels;
- b) A determination of an appropriate parking strategy for the Mixed-Use Centre, including such matters as:
 - i) The adoption of minimum, maximum parking requirements for development within 400 metres of a rapid-transit station,
 - ii) The potential for shared parking arrangements among uses that peak at different time periods,
 - iii) The potential for providing structured public parking by the City alone or in partnership with others in order to reduce the amount of land provided for surface parking by individual land uses, thereby freeing up additional land for development;
- c) The opportunities for and means available to develop in a manner that will take advantage of air rights over the rapid-transit network, including park and ride lots;
- d) An investigation of the potential for the sharing of park and ride lots with other nearby uses;
- e) The achievement of a compact, mixed-use building form where the layout of buildings is close to streets and encloses intimate public spaces and where the highest density development consisting of offices and other employment-generating uses occurs closest to the rapid-transit station (within 400 metres distance). Where high-density development occurs beyond walking distance of the rapid-transit station, it will be located closest to arterial roads with all-day, frequent transit service;
- f) The maximization of choice and diversity in housing, employment, shopping, and leisure in the area. While opportunities vary by area, the objective for housing is to achieve a mix of residential types, focusing on apartments and other multiples at a high density;
- g) Explore opportunities to create a variety of activities and things to do in the area, such as concerts, entertainment and cultural attractions and the incorporation of community facilities, such as schools, libraries, day care centres and leisure facilities that will encourage people to remain for extended periods of time;
- h) A determination of how to establish usable areas of public space that support and encourage informal social activity, recreation and civic gatherings;
- i) The creation of a street network that provides a convenient and pleasant walking and cycling environment which effectively links housing, employment and the transit station;
- j) The creation of visual interest – through such means as unique architectural design of varied appearances and materials – that creates interesting rooflines and avoids monotone façades; the creation of functional public spaces, such as plazas and gathering places; and the placement of art in publicly-accessible places;

- k) Any other mechanism to strengthen the Mixed-Use Centre's role as both a destination and an attractive place to live.
- 5. Development is permitted prior to the approval of a community design plan subject to the policies below. In the case of the Mixed-Use Centre south of Innes Road and west of Mer Bleue Road, development will only be permitted after the adoption of a secondary plan by the City.
- 6. In situations where a proponent submits a proposal for the development of land within a Mixed-Use Centre that conforms with the use and intensity provisions of the applicable zoning, and a community design plan has not been approved, the City will require that the proponent demonstrate, where applicable, how the proposed design and organization of the site and buildings:
 - a) Conforms with any site-specific policies for that location found in Volume 2;
 - b) Meets the requirements of Section 2.5.1;
 - c) Contributes to a compact, urban, pedestrian-oriented form and function, that enhances pedestrian accessibility, strengthens walking as the preferred means of getting from place to place and adds pedestrian amenities such as textured paving, seating and landscaped areas;
 - d) Respects the context of the surrounding area and is responsive to the unique characteristics of the site;
 - e) Integrates with transit (i.e. aligning building entrances so as to reduce walking distances to a rapid-transit station or bus stop) and contributes to increased mobility choices (walking, cycling, as well as transit) through means such as well-lit, direct pedestrian and cycling pathways;
 - f) Contributes physical links into and integrates with the adjacent community;
 - g) Provides functional public spaces, parks, or plazas that are accessible to the adjacent area;
 - h) Allows for and anticipates the potential redevelopment of areas assigned for surface parking.
- 7. Where an application to amend the zoning by-law has been submitted, and a community design plan has not been approved, the City will:
 - a) Evaluate the proposal in the context of the policies in Section 2.5.1;
 - b) Ensure that employment generating development proposed within 400 metres of a rapid-transit station occurs at relatively high densities;
 - c) Ensure that development occurs in a compact, mixed-use form through the establishment of building setback, height, massing and other applicable regulations on sites within 400 metres of a rapid-transit station and along arterial roads. In particular, buildings in this area will be of at least two storeys;
 - d) Ensure that development does not compromise the ability of the Mixed-Use Centre to meet the employment targets set out in policy 2 above;
 - e) Not permit uses which are land extensive and which require large outdoor areas for parking or the storage of goods;
 - f) Only permit big-box retail uses when located within multi-storey buildings (minimum of two storeys) oriented to the street through means such as minimal setback, the provision of multiple pedestrian entrances and storefront display windows, the presentation of a continuous building street edge, and where at least 80 per cent of parking is located underground or within structures;

- g) Consider the extent to which the proposal contributes to the diversity of land use in the area and the ability to live, work and shop within the same neighbourhood;
 - h) Consider the potential to accommodate a range of community facilities, such as day care centres, or medical clinics; educational, counselling and training services; as well as complementary uses, such as retail and personal service businesses;
 - i) In the case of a residential or mixed-use project, optimize the potential to achieve affordable housing;
 - j) Optimize the ability to provide a variety of housing types, including high- and medium-density residential uses, with high density occurring close to a rapid-transit station and medium density occurring in locations where it can act as a transition to adjacent lower-density residential neighbourhoods;
 - k) Consider reducing the parking requirements serving developments located within 800 metres of a rapid-transit station, taking into consideration such factors as walking distance from the site to the station, the presence and frequency of transit service between the site and the station and physical barriers or discontinuity of the pedestrian network;
 - l) Consider introducing a maximum parking requirement for development located within 400 metres of a rapid-transit station.
8. In order to demonstrate its commitment to development within Mixed-Use Centres and to create conditions necessary to enhance improvements, the City will consider them to be priority locations for:
- a) municipal New or relocated municipal buildings and facilities which serve the public, or for leasing space for functions;
 - b) The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
 - c) Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
 - d) The creation of comprehensive traffic and parking strategies;
 - e) The creation of brownfield redevelopment strategies;
 - f) The use of techniques such as increased height and density provisions where appropriate;
 - g) The use of air rights over rapid-transit stations and other public infrastructure where appropriate;
 - h) The application of financial and regulatory incentives, when available;
 - i) Exploring partnerships between the public and private sectors.

3.6.3 Mainstreets

The Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for renewal through more concentrated forms of development, a lively mix of uses and adherence to a more design-oriented approach to planning. Areas designated in this manner are generally able to take advantage of existing municipal services, such as public transit and a high percentage of housing, employment, retail and civic functions lie within easy reach of one another. Mainstreets may also contain extensive areas of underutilized land. It is recognized that it is difficult to provide a generic

description of Mainstreets; they each vary to some degree in the function they perform, depending upon factors such as location, age and market conditions. However, it is generally accepted that there are two broad distinctions that can be made: those Mainstreets that are of pre-war vintage, with a tightly-knit urban fabric that is small-scale, narrow frontage and close to the street, and those of post-war vintage where the urban fabric is made up of larger lots, lower densities and parking lots between buildings and the street.

The City will support projects that achieve a more urban, densely developed form within Mainstreets in a manner that sensitively builds on existing neighbourhoods and is less auto-dependent. Over time, it is the City's intent that Mainstreets will consolidate into uninterrupted networks of active, mixed-use, pedestrian-oriented development.

Policies

1. Mainstreets are designated on Schedule B in order to identify areas the City wishes to see characterized as uninterrupted networks of active, mixed-use, pedestrian-oriented uses. A wide variety of retail stores in accordance with Section 3.6.8, service establishments, offices, and community-oriented facilities, such as schools and churches, will be permitted. Residential apartments are also permitted. The Mainstreet designation will apply to those properties lying adjacent to the roads identified as such on Schedule B.
2. This Plan recognizes that a varied range of activities, densities and profiles of development have either established in, or should be permitted in different Mainstreets. While difficult to generalize, two distinct types of Mainstreets are recognized:
 - a) Those found primarily within the older parts of the city, typically characterized by buildings of five storeys or less in height, situated immediately adjacent to the sidewalk on narrow lot frontages. These Mainstreets often pre-date requirements to provide individual on-site parking and are usually very pedestrian-oriented in character. They are often characterized by the presence of a mix of uses where residential and commercial exist either within the same building or adjacent to one another. They serve both as the main shopping street for the immediately adjoining community and, by virtue of unique speciality stores, attract customers from beyond the local area. It is recognized that, in order to remain competitive with outlying commercial shopping areas, these Mainstreets must continue to respond to market trends. At the same time, in order to retain their role as an integral part of their surrounding community, new development must be of a type and scale that is compatible in form and considers the context of the street. The potential for intensification in these areas will be largely based on site-specific opportunities, generally small to medium in scale and may include circumstances such as vacant lots, aging strip malls, automobile sales lots, parking lots and gas stations;
 - b) Those found in the newer, more suburban areas of the city, typically characterized by wider streets, larger lot sizes, a higher percentage of single-storey / single purpose use structures and buildings that have on-site parking located between the building wall and the street and which draw their clientele primarily from beyond the local area. Unlike Mainstreets within older areas of the city, the challenge facing Mainstreets in the suburban areas is to create a sense of scale and context that relates to people as opposed to automobiles by becoming more urban in character. While the type and scale of commercial uses will continue to include those that typically draw from a wide market area, the manner in which lands and buildings are designed and the mix of uses that are introduced will have to make a much greater contribution to and physically relate in a

more sympathetic manner to the urban form of their surroundings. Intensification in these areas will be aimed at gradually transforming the Mainstreets into mixed-use, more intensely developed avenues with a more significant residential component. Potential for intensification may be of small, medium or larger scale depending on site-specific opportunities.

3. This Plan acknowledges the diversity of Mainstreets and the differing scale and nature of uses that locate there, as noted above. However, change and renewal within all Mainstreets will be carried out in accordance with the principle of an environment that is architecturally pleasing, lively in its mix of uses, oriented to the street, friendly to pedestrians and that presents a strong, continuous building edge along the sidewalk.
4. Mainstreets represent important areas for the preparation of community design plans. The Community Design Plan will be approved by City Council and implemented through the zoning by-law and design guidelines. It is intended that Mainstreets be divided into manageable segments for community design plan purposes, based upon considerations such as physical, natural or neighbourhood boundaries or identifiable common characteristics. In addition to the provisions of Section 2.5.7, each community design plan will:
 - a) Set out the exact boundaries of the Mainstreets designation or segment of the Mainstreet designation being studied;
 - b) Identify the nature and type of uses that should be permitted, including but not limited to identifying:
 - i) The existing character of the area under consideration and desirable patterns of development that should be reinforced or need to be introduced,
 - ii) Measures to achieve a range of housing options, with a particular emphasis on affordable housing,
 - iii) Measures to stimulate infill, residential intensification, new forms of mixed-use and pedestrian-oriented retailing and encourage walking,
 - iv) Measures to make new amenities available, such as parks, recreational opportunities, and entertainment and cultural activities,
 - v) Which potential retail markets are accessible and realistic within the Mainstreet, how the demographics, density and mix of uses interact with one another and what types of and amounts of employment, residential and retail uses mesh best in fulfilling the desired market,
 - vi) Restriction on auto-oriented retailing and services such as gas bars and muffler shops;
 - c) Prepare area-specific design guidelines that will identify:
 - i) Methods of achieving good design, cohesiveness of features and uniqueness of detail such as varied rooflines and façade designs that contribute to a sense of identity and compactness of form,
 - ii) Opportunities to design attractive corners and gateways into the Mainstreet from surrounding areas,
 - iii) Appropriate massing, scale, height, siting and organization of buildings,
 - iv) Appropriate scale transitions to adjacent areas,

- v) Locations that enjoy good access by several transportation modes, such as key intersections and major rapid-transit stops where denser forms of development may be permitted in order to establish a node of activity that can result in concentrations of varied land uses, landmark building forms and a focal point for the surrounding area,
- vi) Streetscape and other improvements that will make the area attractive to residents and businesses, including the provision of trees and public art and the development of public gathering places;
- d) Examine requirements related to access and parking such as:
 - i) Reduced parking requirements in areas of frequent transit service and/or where the mix of uses enables parking to be shared,
 - ii) Measures concerning the provision of parking at grade in order to reduce its land extensive impacts and improve the pedestrian environment,
 - iii) Transit-supportive measures such as minimum development densities, physical integration of the transit stop and waiting areas with the adjacent land use and maximum parking requirements,
 - iv) Measures to improve access to community, leisure, culture and recreation uses,
 - v) An investigation of the potential to establish partnerships, such as a non-profit development corporation or a business improvement area board that will manage the future of individual Mainstreets, develop plans for marketing and promotion and coordinate improvements with the appropriate public agencies;
- e) A proposed zoning by-law amendment to permit a range of uses as identified in the community design plan and the associated design guidelines to support development;
- 5. Intensification will be encouraged within Mainstreets, particularly where it will replace surface parking areas that interrupt the continuity of building facades along the street. Intensification and mixed-use development will be permitted along arterial roads, and transit-priority corridors, and on formerly contaminated sites that have been rehabilitated in accordance with the provisions of this Plan. Zero-lot-line development will be permitted as will a mix of residential and retail uses both within the same building and in adjacent buildings.
- 6. Development may continue in Mainstreets in the absence of a community design plan in accordance with the policies below.
- 7. Where a proponent submits a proposal for the development of land within a Mainstreet that conforms with the applicable zoning by-law, and a community design plan has not been approved, the City will require that the proponent demonstrate how the proposed design and organization of the site and buildings:
 - a) Addresses the policies of Section 2.5.1;
 - b) Contributes to a compact, urban, pedestrian-oriented form and function, that enhances pedestrian accessibility, strengthens walking as the preferred means of getting from place to place and adds pedestrian amenities such as textured paving, seating benches and landscaped areas;
 - c) Conserves and enhances the area's cultural heritage resources;
 - d) Contributes physical links into and integrates with the adjacent community;

- e) Contributes to the continuity of building façade along the street;
 - f) Orients such elements as public entrances, display windows, canopies, and signage to the street;
 - g) Disallows motor vehicle sales or leasing establishments from placing their goods for sale or display in the municipal right-of-way;
 - h) Locates parking areas so as not to interrupt the continuity of building façade along the street and the creation of a street edge of buildings.
8. In situations where a proposal to amend the zoning by-law has been submitted and a community design plan has not been approved, the City will:
- a) Evaluate the proposal with respect to the requirements of Section 2.5.1;
 - b) Consider reduced parking requirements to reflect the area's level of transit service;
 - c) Ensure that the redevelopment of underutilized land is optimized;
 - d) Consider the extent to which the proposal conserves and enhances the area's cultural heritage resources, and promotes the adaptive re-use of existing buildings;
 - e) Where the predominant form of development is two storeys or more, not permit single-storey development. Otherwise, discourage single-storey development and actively negotiate with proponents to achieve development of more than one storey wherever feasible;
 - f) Consider the extent to which the proposal will increase the diversity of housing types in the area;
 - g) Consider the extent to which the proposal will increase the supply of affordable housing;
 - h) Permit community-serving uses;
 - i) Consider the extent to which the proposal contributes to the diversity of land use in the area and the ability to live, work, play, attend school and shop within the same neighbourhood;
 - j) Where the proposal includes a big box or a land-extensive use, require the submission of a site plan application to be reviewed in concert with the application for a zoning by-law amendment:
 - i) Only permit big-box retail uses where every opportunity is evaluated to provide multiple building entrances and storefront windows oriented to the street, minimal or no building setback provided from the street, uses contained in multi-storey buildings (minimum of two storeys) and parking located to the rear of the buildings, below grade or within structures that do not front the street,
 - ii) Only permit uses, which are land extensive and require large outdoor areas for parking or the storage of goods, where most of the site's street frontage is occupied by buildings and the visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate means.
9. In situations where the City is proposing public works within a Mainstreet, the City will consider the opportunities to improve the pedestrian and cycling environment and to enhance transit ridership in the area.
10. In order to demonstrate its commitment to development within Mainstreets, the City will consider them to be priority locations for:
- a) New or relocated municipal buildings and facilities or for leasing space for municipal functions;
 - b) The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;

- c) Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
 - d) The creation of comprehensive traffic and parking strategies;
 - e) The creation of brownfield redevelopment strategies;
 - f) The use of techniques such as increased height and density provisions where appropriate;
 - g) The application of financial and regulatory incentives, when available;
 - h) Exploring partnerships between the public and private sectors.
11. Any new construction of buildings, structures or modifications, alterations and additions to existing buildings or structures, which have the effect of altering exterior character along a Stittsville Main Street frontage shall be evaluated in the context of the existing Stittsville Main Street Master Plans and Urban Design Guidelines.

3.6.4 Developing Community

The Developing Community designation in this Plan identifies parts of the city that are undeveloped or substantially underdeveloped. Developing Communities will offer a full range of choice in housing, commercial, institutional and leisure activities within a development pattern that prioritizes walking, cycling and transit over the automobile. The completion of a community design plan will be required prior to any development being approved in a Developing Community.

Policies

1. Developing Communities are identified on Schedule B as areas that are vacant, or substantially vacant, that offer substantial opportunity for new residential development at increased intensities and opportunities to create complete, sustainable communities, within a development pattern that prioritizes walking, cycling and transit over the automobile.
2. All development occurring within land designated as a Developing Community will be on the basis of a community design plan for the entire area. Where previously-approved concept plans and/or technical studies exist within an area designated Developing Community, they may be utilized where appropriate to enhance the creation of a community design plan to the extent that they comply with the provisions of this Plan and represent a comprehensive strategy for all the lands within the Developing Community designation.
3. The area under review for the purpose of creating a community design plan, in a Developing Community, may include adjacent lands not under this designation where this will facilitate achieving the policies of this Plan with respect to compact and mixed-use development.
4. In its decision to approve a community design plan, City Council may determine that an amendment to this Plan is required in order to implement the community design plan (for example to add a new land-use designation), but such an amendment will not be required in order for development to proceed following the approval of a community design plan. In addition to the provisions of Section 2.5.7, the community design plan will:

- a) Establish the mix and location of residential dwelling types for Developing Communities which, as a minimum, will constitute the following:
 - i) No more than 60 per cent single-detached and semi-detached, at least 40 per cent multiple dwellings, of which at least 10 per cent are apartments,
 - ii) Establish an overall average for single-detached, semi-detached and townhouses of 29 units per net hectare, for Developing Communities outside the Greenbelt. 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;
- b) Residential densities for Developing Communities inside the Greenbelt will be similar to those found in residential areas adjacent to the Central Area, commensurate with the greater proportion of multiple dwellings to be located in these areas;
- c) Identify how the land use mix contributes to achieving the balance of jobs and households for the larger area, as identified in Figure 2.2;
- d) Complete a subwatershed plan in accordance with Section 2.4.3 should no plan exist for the area;
- e) Establish a modified grid system as the preferred alignment of roads serving the area, in order to maximize the number of access and egress points, the permeability of the network, pedestrian and transit accessibility to all areas, and to enhance way-finding and personal navigation within it. Inherent in the modified grid pattern is flexibility to address such matters as preserving existing desirable landform or landscape features or achieving a mix of housing form and density;
- f) Identify and illustrate how the development pattern will achieve a distinctive identity and a variety of building form and façade treatments through means such as:
 - i) Making each unit in ground-oriented development distinct from its adjacent neighbour through the multiple use of elements such as colour, different cladding materials, etc.,
 - ii) Creating a strong street edge through the use of a uniform building setback,
 - iii) Dispersing different types of housing throughout a development, rather than concentrating enclaves of the same type of housing in one area, including variations in unit type along the same street (e.g., a single-detached unit next to a row house or ground-oriented apartment),
 - iv) Considering variations in lotting arrangements such as orienting units around central courtyards,
 - v) Determine the appropriate amendments to this Plan to facilitate the implementation of the community design plan wherever necessary to accommodate such matters as recognizing environmental features, establishing Major Open Spaces or identifying new Mainstreets.

3.6.5 Employment Area and Enterprise Area

The Employment Area and Enterprise Area designations in this Plan identify areas where commercial, office and industry are the primary land uses. An Enterprise Area will accommodate uses totalling over 2000 jobs, but at densities less than those anticipated in Mixed-Use Centres. Enterprise Areas may also include residential uses in accordance with the policies of this section.

Besides serving as centres of employment, these areas also serve a number of other functions important to the local economy, including supplying products and services to the city's office and commercial sectors. Therefore, it is important that their primary character as industrial areas be maintained. However, the City encourages complementary non-industrial uses in these areas in order to meet the daily needs of employees and clients and reduce their need to travel outside the area.

The Enterprise Area designation is in business parks that are achieving, or can achieve, much higher employment densities than traditional Employment Areas. The form of development in these business parks tends to be medium to high-density office buildings. They have the potential to develop as more compact, mixed-use areas provided that the residential uses are also of a medium to high density. The introduction of residential uses will not detract from the ability of the area to achieve its original employment target. It is also likely that the employment uses are of a type that will be more compatible with residential than are some traditional industrial uses.

Policies

1. Employment Areas and Enterprise Areas are designated on Schedule B. They provide for the concentration of at least 2,000 jobs at a range of densities.
2. Employment Areas and Enterprise Areas must have access to designated truck routes.
3. The zoning by-law will permit a variety of industrial and employment-generating uses in Employment Areas and Enterprise Area, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional research and development uses and retail uses in accordance with Section 3.6.8.
4. The zoning by-law will distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities).
5. The zoning by-law will permit a variety of complementary uses, such as convenience retail, personal service businesses, and recreational uses to serve the employees of Employment Areas and Enterprise Areas, the general public in the immediate vicinity and passing traffic.
6. The zoning by-law will not permit 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 the provincial government policy document, *Land-use Planning Near Airports*, 1978, as amended from time to time, published by the Ministry of Municipal Affairs and Housing.
7. The City will consider an Official plan amendment application to redesignate an Employment Area or Enterprise Area to a Mixed-Use Centre, subject to the following conditions:
 - a) The area is substantially undeveloped or under-developed;
 - b) The area is located on the Primary Transit Network as shown on Schedule D;
 - c) As a minimum, the employment targets provided for the Employment Area, and established in the applicable zoning at the time of adoption of this Plan, will be achieved;

- d) A community design plan has been approved for the entire Employment Area or Enterprise Area which, in addition to the description of community design plans found in 2.5.7, provides for:
 - i) The means by which an integration of the residential and mixed-use areas with the employment uses and with adjacent communities will be achieved in a manner that enhances the overall character of these areas,
 - ii) The identification and assessment of any constraints to locating residential uses, such as the presence of soil contamination; truck routes that carry high volumes of heavy equipment; the location of trunk sewer or other infrastructure that would interfere with or raise safety issues; and the presence of industrial uses that by virtue of the generation of noise, fumes, heavy equipment movement or external storage of large amounts of materials, constitute incompatible neighbours to residential uses,
 - iii) The identification of the measures necessary to ameliorate and otherwise minimize the impacts of constraints such as those noted above and the parties responsible for the cost and implementation of such measures,
 - iv) The identification of any necessary amendments to this Plan or to the zoning by-law,
 - v) The availability of and an assessment of the need for amenities and services to serve the residential uses, such as parks and leisure facilities, retail, schools, and uses providing everyday goods and services,
 - vi) An identification of the form, intensity and type of residential development to be provided,
 - vii) An assessment of how the potential for additional residential and mixed-use development will create a requirement for additional transit services in terms of route extension, peak direction or frequency, and how well it can be supported by the level of dwelling units and other uses proposed,
 - viii) An identification of how and where the employment potential established in the zoning by-law will be accommodated,
 - ix) An assessment of the potential for the area to evolve over time to a mix and intensity of development consistent with the Mixed-Use Centre designation of this Plan.
- 8. Applications to provide for residential uses within an Enterprise Area will be considered provided the following criteria area met:
 - a) The applicable policies in Section 4 have been satisfied;
 - b) All housing is in the form of townhouses, stacked townhouses or apartments, where apartments are at least five storeys in height unless otherwise subject to approval by City Council through the adoption of a community design plan;
 - c) Where townhouses form part of the proposal, they must be a logical extension of adjacent residential areas and be linked to those areas by road, if possible, but definitely by a pedestrian/cycling linkage;
 - d) At least 50 per cent of the developable land in an Enterprise Area will be devoted to employment uses;
 - e) Where established through pre-consultation with the proponent, the City may require a concept plan indicating how the uses for the whole site could evolve over time. Also, any potential constraints to residential development as identified in policy 7, above, will apply;

- f) In the exceptional case of employment lands designated for residential development under Amendment 25 (2002) to the former Regional Official Plan and Amendment 66 (2002) to the former Kanata Official Plan, existing minimum density requirements specified under those amendments shall continue for the life of this Official Plan only.

3.6.6 Central Area

The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also the main tourist destination in the National Capital Region, with 5.5 million visitors yearly. These policies promote the Central Area's vital role in the city, its distinct identity and heritage character, as well as the primacy of the Parliament Buildings and other national symbols. The Plan also aims to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities. This aim will be supported by the protection of residential neighbourhoods in and near the Central Area and an increasing number of downtown area dwelling units, including a vibrant urban community on LeBreton Flats.

In order to realize the vision, walking, cycling and transit to and in the Central Area will need to have priority, particularly during peak traffic periods. This will require a safe and comfortable pedestrian/cycling environment on all downtown streets. Central Area policies must consider the needs of all users of usable open spaces, pocket parks, sunlit pedestrian amenity areas and other culture and leisure resources, including an increased urban forest cover, that enhance the downtown experience. Improved access to water-oriented facilities on the Ottawa River and the Rideau Canal will also be important while protecting the waterways' unique environmental qualities.

New buildings and spaces will reflect a human scale of development, and will be guided by design criteria, which will result in a significantly enhanced pedestrian environment. The Central Area's unique heritage resources will be protected through heritage conservation, and enhanced through new development which respects and complements nearby heritage buildings. This urban design renaissance will ensure development which is worthy of a nation's capital and which is conducive to the attraction of people and businesses.

The Central Area is made up of a number of distinct sub-areas, each with its own identity and character. As an example, the By Ward Market's exceptional heritage character will be protected through its designation as a heritage conservation district and through guidelines that ensure sensitive infill and alterations. The Core's employment image and identity will be enhanced through new mixed-use development and refurbishment, which creates a sense of human scale, and contributes to the area's vitality by providing retail uses at grade and additional hotel and residential uses.

Rideau Street, Bank Street, and Sparks Street will flourish as vibrant shopping streets with enhanced pedestrian environments and office, residential and other uses above the street, which serve as important components of the Central Business District.

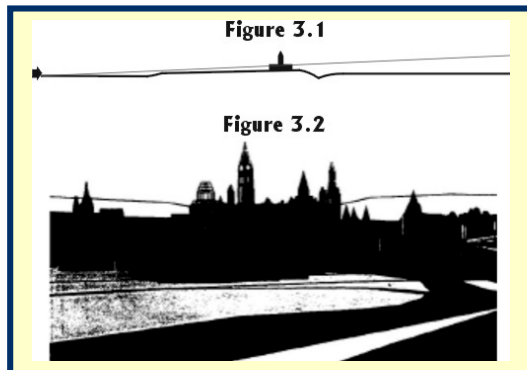
The liveability of the residential areas within the Central Area (Upper Town, Lowertown and Sandy Hill West) will be significantly improved, and their heritage resources will be protected and enhanced. They

will continue to contribute significantly to the City's supply of inner-city housing and will support 18-hour activity in the Central Area.

The references to the downtown in this section include the Central Area and the residential neighbourhoods surrounding and adjacent to it (Centretown, Sandy Hill, Lowertown East, Lowertown West and Dalhousie). These distinctive neighbourhoods also give vitality to the Central Area and provide a convenient market for its services. This Plan recognizes the need to ensure that residential intensification and infill development, as it occurs over time, respects and maintains existing neighbourhood character and identity. Section 2.5.1 addresses compatibility issues with regard to intensification and infill development. In addition, the implementation of the Downtown Urban Design Strategy will help address the challenge of creating well-designed buildings and spaces in both the Central Area and the adjacent neighbourhoods. Finally, the secondary plans for Centretown and Sandy Hill, which provide more detailed policy direction, have been included in Volume 2.

Policies

1. The boundaries of the Central Area are shown on Schedule B and will not be subject to variation without a comprehensive review and an amendment to this Plan.
2. The City will support the Central Area's role as the economic and cultural heart of the city and the symbolic heart of the nation by:
 - a) Implementing the Central Area Secondary Plan, which establishes a vision and detailed policies for the desired future of the Central Area as the focus of government, tourism, business, retail, housing, major community facilities, entertainment and cultural activities;
 - b) Working with the Business Improvement Areas, Building Owners and Managers Association and other stakeholders to attract commercial development, including unique, specialty, and international-scale retailers, and to seek design opportunities that can accommodate large format retail;
 - c) Supporting the Mayor's Downtown Task Force and the Downtown Action Plan, which aim to promote a common vision, vitality and development in the downtown;
 - d) Ensuring development applications and public works have regard for the Central Area Secondary Plan policies to enhance the physical character, identity and unique heritage resources of the Central Area's distinctive streets (including the symbolic Confederation Boulevard), theme streets, character areas, and heritage conservation districts;
 - e) Protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area, depicted as key viewpoints and view sequences on Annex 6A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols. In realizing this aim, the City will ensure that:
 - i) Buildings constructed in the areas of height control as set out on Annex 6A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings (Figure 3.1), and do not visually dominate the Parliament Buildings and other national symbols (Figure 3.2),



- ii) Buildings constructed in those areas designated on Annex 6A as areas of foreground height control, do not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Annex 6A,
- iii) No building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 6B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 6B,
- iv) For blocks that do not have angular height planes established on Annex 6B, maximum permitted building heights do not violate the intent and aim of this policy, permitted heights are consistent and compatible with building heights generally in the area where no height planes apply, and permitted heights are in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Policy Plan contained in Volume 2, Annex 6C – LeBreton Flats Foreground View Control Planes and as indicated on Annex 6B – Central Area Maximum Building Heights;
- f) Limiting the support of the City to minor variance applications for an increase in building heights provided that:
 - i) The property is located within a block where an angular height plane, as indicated on Annex 6D – Central Area Maximum Building Heights and Annex 6B – Central Area Maximum Building Heights/Angular Planes does not apply, and
 - ii) The increased height will not visually mar the silhouette of the Parliament Buildings or dominate the Parliament Buildings and other national symbols, and
 - iii) The site has not been the recipient of a transfer of floor space index;
- g) Working with federal agencies to encourage the federal government to maintain its concentration of administrative functions in the Central Area;
- h) Working with the public and private sectors to encourage the location in the Central Area of major facilities to enhance existing retail areas, tourist and convention facilities and amenities, and pedestrian and transit travel;

- i) Identifying water and wastewater capacity upgrades to support development in the Central Area as a priority in infrastructure systems rehabilitation.
3. The City will promote the Central Area as a vital and active place by:
- a) Encouraging a range of day/night and year-round activities through such means as extended transit service, and supporting the staging and creation of cultural facilities, festivals, theatre, music, public art, commemorations and other activities and special events;
 - b) In keeping with the Central Area's role as a main tourist destination, supporting the Ottawa Tourism and Convention Authority, National Capital Commission and other stakeholder initiatives that maintain and develop tourism and convention attractions, facilities, activities and programming;
 - c) Working with the National Capital Commission and other stakeholders to:
 - i) Provide streets, public open space and amenity areas, including improved access to the Rideau River and Canal, which address the needs of Central Area employees, residents, shoppers and visitors,
 - ii) Explore the feasibility of preparing an illumination plan;
 - d) Adopting the principles of multi-use, multiple-time/season and multiple-function for leisure resources in the Central Area, particularly those located within and adjacent to schools, churches and offices, by entering into joint-use agreements where appropriate;
 - e) Undertaking and implementing a study of leisure resource needs and opportunities, including a strategy that will result in an enhanced distribution and variety of leisure resources in the Central Area;
 - f) Supplementing and enhancing the urban forest in the Central Area, by providing vegetation and tree planting in open spaces and amenity areas.
4. Residents living downtown serve an essential role in creating a more complete community by supporting its facilities and services. In keeping with the strategic directions set out in Section 2, the City will encourage new infill dwellings in the Central Area and adjacent residential neighbourhoods that make up the downtown by:
- a) Providing financial incentives, such as exemptions from development charges, building permit fees or other development fees and levies;
 - b) Entering into innovative partnerships arrangements for retention of schools, community centres and day-care facilities.
5. The City will enhance the appearance and liveability of the Central Area and the adjacent residential neighbourhoods by:
- a) Implementing the comprehensive Downtown Urban Design Strategy;
 - b) Ensuring that all public and private development has regard for the compatibility criteria in Section 2.5.1, the design criteria in policy 6 below and that residential development:
 - i) Contributes to a sense of a human scale,
 - ii) Where appropriate, results in a transition from lower-profile to higher-profile buildings, and vice versa,
 - iii) Minimizes sun shadowing and undesirable wind conditions,

- iv) Provides adequate visual privacy for proposed residential units, while respecting that of existing nearby units, through such measures as unit siting or orientation, the use of setbacks, landscaping and/or screening,
 - v) Maximizes the exposure of residential units to direct sunlight,
 - vi) Provides usable private outdoor space, such as balconies, as well as usable semi-private outdoor and/or indoor amenity areas, such as meeting and/or exercise rooms, small outdoor landscaped areas, and/or the use of green roof areas for passive outdoor activity,
 - vii) Creates an identifiable entrance, and a strong transition from the public right-of-way through the use of landscape elements, changes in direction, or lighting, and
 - viii) Provides appropriate landscape elements;
- c) Improving the image of the Central Area and assisting in visitor orientation by enhancing major gateways into the Central Area and Nodes within it. Nodes are points of intensive activity, which provide a focus to public life, such as a marketplace. The location of these features are identified on Annex 7 – Central Area Gateways, Nodes and Distinctive Streets;
 - d) Locating all utilities underground in new developments and in areas or streets of historic merit as identified in the Central Area Secondary Plan;
 - e) Designating heritage buildings and streetscapes and working with owners to restore and maintain heritage buildings.
6. The City shall improve and enhance the pedestrian environment in the Central Area by:
- a) Providing outdoor/indoor green open space and pedestrian amenity areas (including interim green spaces on vacant lands) such as pocket parks, plazas, green rooftops and/or indoor winter gardens;
 - b) Providing soft and hard landscaping elements, including tree plantings, which contribute and are sensitive to the character of the area;
 - c) Providing sheltered and sunlit seating areas and comfort stations where appropriate;
 - d) Protecting and enhancing established public courtyards, pedestrian malls and circulation systems in the Central Area;
 - e) Preserving the established architectural integrity of existing buildings, streets and areas;
 - f) Ensuring buildings are designed and sited to minimize sun shadowing and provide appropriate wind attenuation, where required, on public open spaces and pedestrian corridors;
 - g) Ensuring the provision of at-grade street-oriented uses with their principal entrances fronting on the sidewalk and providing a continuity of weather protection;
 - h) Considering appropriate safety and public security measures, including, design for safety, lighting and site visibility for all development proposals and public improvements.
7. The following streets are recognized as distinctive streets in the Central Area for their unique pedestrian characteristics:
- a) Confederation Boulevard which extends through the Central Area and links points of political, historical, cultural, and architectural importance within the National Capital Region, serves as a pedestrian and vehicular promenade connecting the national institutions on the banks of the Ottawa River, and provides an important sequence of views of the Parliament Building;

- b) Sussex Drive as the Mile of History and as a part of Confederation Boulevard, with significant heritage buildings;
 - c) York Street as an entrance to, and promenade through the By Ward Market, with a significant heritage character;
 - d) Metcalfe Street as a pedestrian promenade linking Centretown with the Core, the World Exchange Plaza open space, Sparks Street and Parliament Hill;
 - e) Elgin Street as a significant pedestrian promenade and streetscape linking Centretown to the Core, the Canal, and Parliament Hill;
 - f) Kent Street as an important pedestrian promenade linking Centretown to the Core, Sparks Street and Parliament Hill; and
 - g) Booth Street, north of Scott/Wellington/Albert Street, as a significant pedestrian promenade and vehicular route, which provides commuter access to and from the Central Area, a link with the existing community, access to the rapid-transit station, and which will serve as the mainstreet focus of LeBreton Flats.
8. To give walking, cycling and public transit priority in the Central Area:
- a) Before the five-year review of this Plan, the City will undertake and implement a multi-jurisdictional transportation strategy for the Central Area, including traffic measures in residential areas and a pedestrian circulation plan to designate pedestrian corridors and create predominately at-grade pedestrian links between different parts of the Central Area and leisure, shopping, employment and transit facilities;
 - b) The Transportation Master Plan will include provisions for a transportation system that reduces the use of automobiles and encourages the use of walking, cycling and public transit as the principal means of access to and mobility within the Central Area, particularly between east and west of the Canal;
 - c) The City will work with other levels of government in order to investigate and pursue the eventual removal of through truck traffic (exclusive of local goods and services delivery) in the Central Area as alternate truck routes are established;
 - d) Pedestrian movements will occur primarily at grade along public streets. Above- and below-grade pedestrian connections will be limited to strategic locations that ensure the prominence of at-grade movement and that:
 - i) Link changes in grade due to topographical features or physical barriers,
 - ii) Provide direct and identifiable access to rapid-transit stations and major public short-term parking facilities,
 - iii) Provide mid-block connections to pedestrian corridors, where practical.
9. The City will ensure that parking and loading facilities address the unique role of the Central Area and contribute to an enjoyable, safe and secure pedestrian environment by:
- a) Facilitating, possibly with partners, the provision of moderately-priced, short-term parking and loading facilities to serve the retail and commercial sectors and the tourism industry and limiting the provision of long-term parking that would be attractive to commuters;

- b) Discouraging the provision of temporary surface parking lots on vacant sites, and requiring new temporary surface parking lots within the Central Area to obtain a rezoning to assess their impact on the pedestrian environment, particularly abutting pedestrian corridors or theme streets. Theme streets are predominantly linear shopping streets with associated additional land uses, a unique physical character and a unifying theme. Where temporary surface parking is permitted by a rezoning, the City will require that the visual appearance of such parking areas is enhanced and screened through the use of substantial vegetation, while ensuring adequate public safety;
- c) Requiring all permanent parking required by or associated with new development to be located within a parking structure above or below grade;
- d) Implementing this parking policy, subject to the following design criteria, when reviewing development proposals:
 - i) Where such parking is provided above-grade within a structure, the exterior design of the development, particularly the lower levels, shall contribute to an enjoyable street environment by creating visual interest through the use of architectural detail, materials, and/or texture, and by respecting the character of nearby buildings,
 - ii) The interior design of parking areas shall maximize safety and minimize potential crime or vandalism through such measures as the provision of appropriate lighting, visibility, and security features,
 - iii) For mixed-use developments containing residential units, parking areas should be dedicated for the exclusive use of residents and separated by design or distance from other parking areas or other uses except where parking facilities can be shared with these other uses so as to provide adequate, safe, secure and convenient parking for residential use.

3.6.7 Major Urban Facilities

Certain types of uses, while constituting a legitimate and essential component of the community, share characteristics that require special land-use considerations. These uses are considered appropriate in only a limited number of urban designations. The types of uses that fall within this category include:

- Hospitals;
- Universities and community colleges;
- Major sports, recreational and cultural facilities of a scale similar to Lansdowne Park, Lynx Stadium, the Corel Centre, the Canada Science and Technology Museum and Ben Franklin Place.

These Major Urban Facilities are typically distinguished by a number of unique characteristics. They usually service the entire city or large parts of it, and may even draw from beyond the boundaries of Ottawa. Large numbers of people require convenient access to these facilities. Some exert a concentrated demand on the transportation, water and wastewater systems that may peak at particular “event” times, while others operate more or less continuously over a 24-hour period. They typically require and occupy large sites that may represent a significant source and supply of open space in the city. All have the potential to exert varying degrees of impact upon neighbouring residential areas. Occasionally, there may be merit in combining these uses with other complementary ancillary uses on the same site in recognition of the potential for achieving mutually supportive relationships with other parts of the community.

Due to the scale of Major Urban Facilities and the potential impact that they may have on adjoining areas, the City will ensure that they develop in a form that is compatible with and in a manner that respects their neighbours. Further, there may be benefits to the community as a whole through the provision of a wider range of complementary or ancillary uses on sites of some Major Urban Facilities. Examples of some relationships that could prove to be mutually supportive include such things as an independent research laboratory on a university campus or the addition of residential uses to a major shopping centre. The City will consider supporting such requests on an individual basis.

Policies

1. Major Urban Facilities are not shown on the schedules of this Plan, but will be permitted only within the following designations:
 - a) General Urban Area;
 - b) Central Area;
 - c) Mixed-Use Centre.
2. This Plan does not support the location of Major Urban Facilities in a rural designation. Any application to amend this section of the Plan to permit such a use in the rural area will be evaluated on the basis of:
 - a) Evidence that a suitable site for the proposed use is not available within the urban area;
 - b) A transportation impact study;
 - c) A study to indicate how water and wastewater services will be provided and to address:
 - i) The definition of the Public Service Area boundary and the terms of provision of service,
 - ii) The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs,
 - iii) An identification and assessment of the potential impacts of the Major Urban Facility upon adjacent land uses and how these impacts will be addressed.
3. Notwithstanding the above policies requiring that Major Urban Facilities to locate in the Urban Area, in order to facilitate the development of the Central Canada Exhibition on the property known municipally as 4980 Albion road (being part of Lot 24, Concession 3, Rideau Front), “exhibition” and “fairgrounds” are also permitted in addition to those uses permitted in the General Rural Area designation, at this location.
4. New Major Urban Facilities will:
 - a) Be located at a rapid-transit station;
 - b) Have direct access to an arterial road.
5. Major Urban Facilities will be established by an amendment to the zoning by-law. In considering such an amendment, or when considering an application to expand an existing facility, the City:
 - a) Will require the completion of a transportation impact study;
 - b) May require the completion of an image analysis of the site, particularly where the proposal is located within the Central Area or in situations where the proposal is to be of medium or high profile. The image analysis will:

- i) establish the contextual relationship of the proposed development in relation to adjacent buildings, streets and natural or built areas in both a written and 3-dimensional visual format by showing how the proposed development will fit into the existing context,
 - ii) document the perceptions of the existing physical environment as held by interested stakeholders, including the community,
 - iii) demonstrate that new development will not jeopardize the integrity of features such as heritage buildings or environmental resources,
 - iv) recommend appropriate built form solutions that will enhance the context in which the proposal will be built.
6. The City recognizes the importance of the services provided by universities and colleges, their need for continued growth, and their contribution to the city's economy. The City will work with these institutions to find creative solutions that will provide the flexibility to respond to their changing program, service, research, ownership, partnership, funding and market opportunities.
7. In considering an amendment to the zoning by-law or other planning applications to establish a new or expand an existing Major Urban Facility, the City will determine:
 - a) Minimum/maximum site area requirements;
 - b) Maximum density, building height and setback requirements;
 - c) The provision of adequate on-site parking;
 - d) Traffic circulation patterns, including pedestrian, cyclist, transit and vehicles;
 - e) The adequacy of existing water, waste water and stormwater services;
 - f) The provision of landscaping and buffering;
 - g) How the provisions of Section 4.3 regarding development at transit stations have been met.
8. The City will identify the implications of the long-term expansion needs of a Major Urban Facility with respect to the matters in policy 7 above and will ensure that the means to address and mitigate the impacts of the Major Urban Facility on the surrounding community and natural features are taken into account.
9. In considering an amendment to the zoning by-law to permit ancillary uses to be established on the same site as Major Urban Facilities, the City will require that:
 - a) The ancillary uses are secondary to and supportive of the primary use;
 - b) The addition of ancillary uses does not result in a scale or character of development that is incompatible with adjacent residential uses.

3.6.8 Provision for Retail

A complete community includes a variety of outlets that retail goods and services, including corner stores that supply daily necessities, shopping centres that retail the latest fashions, and large specialty stores stocked with a wide variety of a single type of good, such as furniture, electronics or hardware. In the past, retail stores could be described in such terms as the kinds of shopping needs they serve, the size of the individual outlet, or the range of goods provided. These categories no longer work well. The format of

retailing is constantly changing and an entire business industry has developed around the marketing and location of new retail activity.

The policies in Section 3 accommodate a great variety of retail activity by directing it to locations where it has good access to its intended market and is compatible with its surroundings. Within the General Urban Area, for example, this Plan encourages retailing that meets daily needs to locate close to where people live and work, with the stores organized so that people can access them easily by foot or on bicycle. Along Mainstreets, retail serves both local and larger markets and opens opportunity for more pedestrian-oriented development in some areas.

While the Plan provides a flexible framework to accommodate most retail uses throughout the city, three types of retail development warrant specific policies: major shopping centres, retail in the rural area, and big-box retail uses.

Major shopping centres over 50,000 m² gross leasable area are attractive destinations for shoppers and major employment centres. Major shopping centres should be well-served by transit and compatible with their surroundings, particularly where they are created incrementally through redevelopment on a site.

Retail services in the rural area are vital to the rural economy and the quality of life in Villages and the rural area. Rural residents should be able to satisfy most of their shopping requirements locally. While many unique stores and local businesses in the rural area attract customers from a large area, including the urban area, retail in Villages should be sized to serve the rural community. Retail in the rural area is subject to the policies of Section 3.7, which provides for uses to serve the needs of the travelling public and in keeping with the rural character.

Big-Box Retail is a term applied to retail outlets usually operated as part of a chain that locate on individual sites or that cluster on a large site, sometimes adjacent to each other. While many stores built in the 1990s generally fit the description of big-box retail, the term is used here to define the very large outlets that have developed more recently. These big-box retailers, also known as “superstores” or “retail warehouses” serve a region-wide market and typically locate at highly-visible locations at major intersections or adjacent to highways. They have a one-storey floor plan and a footprint that can start at 8,000 m² and range upwards to 20,500 m² (86,100 to 220,670 square feet) gross leasable area. An even larger area is required for parking and roads to accommodate the traffic attracted by these stores.

In Ottawa, big-box retail over 8,000 m² gross leasable area includes grocery stores, junior department stores, and specialty stores selling a single line of products, such as building supplies, furniture and gardening materials. These specialty stores draw from a large market area and for many households, represent an occasional shopping destination.

Transportation, environmental impacts, and design are the major issues associated with these very large big-box stores. Their preferred locations are seldom easy to serve by transit and most customers travel by private automobile, thus promoting automobile use over transit and cycling. A large setback between the building and the street further discourages pedestrian access and may detract from the appearance of the streetscape. The requirement for a large parking area and single-floor plan promotes sprawl and leads to concerns about surface water quality and stormwater management.

This Plan proposes to accommodate retail generally throughout the urban area, provided it can be designed to be compatible with its surroundings and otherwise meet the criteria established in Section 3.

Policies

Major Shopping Centres

1. A major shopping centre is defined as a shopping and commercial service facility having more than 50,000 square metres of gross leasable area and that includes:
 - a) A group of retail and commercial service establishments that are planned and managed as an operating unit;
 - b) Retail concentrations in multiple ownership planned as a unit and which may include free-standing buildings and other forms of development. Approval of a master site plan that addresses matters in common such as orientation to the street, circulation, access and egress and parking will be required.
2. With the exception of Carlingwood Shopping Centre, major shopping centres will only be permitted on sites located at existing or future stations in the rapid-transit network, where the station is incorporated into the design of the site.
3. Major shopping centres will be established by an amendment to the zoning by-law. In addition to the requirements of Section 4, the City will consider the design of the centre as addressed in Section 2.5.1.
4. Where major shopping centres are created through redevelopment of existing retail sites, the new development will be located close to the street and provide multiple and direct retail frontages onto sidewalks. Parking will be reconfigured to occupy the interior of the property.

Retail Services in the Rural Area

5. Retail and commercial service facilities of up to 10,000 square metres are permitted in designated Villages, subject to the provisions in Section 3.7.1.
6. Retail and commercial service facilities of up to 1000 square metres are permitted in the General Rural Area, subject to the provisions in Section 3.7.2.

Big-Box Retail

7. Individual retail stores of 8,000 square metres or more, except as described in policy 8 below, are permitted on Mainstreets, within the Central Area and in Mixed-Use Centres, subject to the policies in Section 3 regarding achieving compact form and mixed-use development in these areas.
8. Where a retail store of 8,000 square metres or more is part of a shopping center planned and managed as an operating unit, it is not considered to be a big-box format.
9. Retail establishments providing goods and services required on a daily basis, should be located within residential areas. Neighbourhood and community-sized shopping centres, up to 50,000 square metres gross leasable area, are permitted in General Urban Areas, Mixed-Use Centres, Mainstreets and the Central Area.

3.7 Rural Designations

3.7.1 Villages

There are 26 Villages, scattered throughout the city's rural area, identified on Schedule A. These Villages will continue to vary in size and character. Villages play a significant historical role: they typically developed at the junctions of major roads and railways where they could efficiently provide retail, educational and other services to the surrounding rural communities. Development traditionally occurred on smaller lots serviced by private wells and septic systems.

Many of the larger Villages that have historically functioned as service centres for the surrounding rural areas will continue to do so. In these Villages, the City will encourage the delivery of municipal and community programmes and facilities, the development of residential uses in a variety of forms and modest employment opportunities, in the form of commercial, tourism and small-scale industrial development. Preservation of these Villages and their traditional functions is critical to the continued vitality of the rural area. Smaller Villages may continue to grow at modest levels.

Policies

1. Villages are designated on Schedule A with the intent of permitting a variety of land uses to provide for the daily needs of the rural community and to ensure that they remain distinctly rural in character and scale.
2. The intensity and distribution of land uses within a Village will be determined in the context of:
 - a) Any plan for the Village contained in Volume 2, or a community design plan where such a plan has been undertaken;
 - b) The ability to support development on private water and wastewater services or on public services where such exist.
3. A wide range of housing forms to meet the needs of the Village's population will be permitted in Villages. The form and scale of development will be limited by the available servicing methods.
4. Permitted uses will include: retail commercial uses, restaurants, offices and personal service establishments light industrial uses, institutional uses such as schools, community meeting and recreational buildings and facilities, places of worship, and public open space.
5. The zoning by-law will establish zones that are consistent with distribution of uses provided for in the Village plans found in Volume 2. The zoning by-law will also support development that reinforces the historical character of Village core areas and mainstreets by permitting a mix of land uses, encouraging a pedestrian-friendly streetscape and regulating the scale of development.
6. When reviewing development applications, the City will consider:
 - a) Those matters addressed in Section 2.5.1;
 - b) For development in the core area or mainstreet, how the development or use impacts the viability of these areas and enhances the typical mixture of residential, community and commercial uses;
 - c) Whether the proposed development is located on a road with sufficient capacity to accommodate the anticipated traffic generated;

- d) How the development supports a pedestrian and cycling environment and links the site to the surrounding neighbourhood;
 - e) How the application of good design is used to ameliorate the effects of a higher intensity use of land on the surrounding uses;
 - f) In the case of retail, commercial proposals:
 - i) The extent to which community-serving uses will be provided as part of the development,
 - ii) The orientation of multiple building entrances and storefront windows to the street,
 - iii) The use of minimal or no building setbacks from the street and location of parking to the side or rear of the building,
 - iv) The feasibility of achieving development of more than one storey. Where the predominant form of development is two storeys or more, single-storey development will be discouraged;
 - g) In the case of auto-oriented retailing or uses which are land-extensive and which require large outdoor areas for parking or the storage of goods, that:
 - i) Such uses are only located on an arterial road but not located in identified core area or mainstreet locations,
 - ii) Most of the site's street frontage is occupied by buildings,
 - iii) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate means;
 - h) The demand that the use will raise to extend Public Service Areas or expand capacity in public water and wastewater services.
7. Industrial uses with characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in a Village, but will be directed to an appropriate urban location or General Rural Area.

3.7.2 General Rural Area

The General Rural Area contains a variety of land uses, such as farms, rural housing, wood lots and forests, small industries, golf courses, and in many places, small clusters of residential and commercial development. The intent of this designation is to accommodate a variety of land uses that are appropriate for a rural location and a limited amount of residential development where such development will not preclude continued agricultural and non-residential uses.

Policies

1. General Rural Areas are designated on Schedule A with the intent to provide:
 - a) A location for agriculture and for those non-agricultural uses that, due to their land requirements or the nature of their operation, would not be more appropriately located within urban or Village locations;
 - b) For a limited amount of residential and other rural and tourist service uses that do not conflict with a) above.

2. The following uses will be permitted within the General Rural Area without requiring a zoning by-law amendment:
 - a) Agricultural uses, forestry and conservation, and natural resource management activities;
 - b) Residential uses on existing lots of record and on new lots created by severance as provided for by this Plan;
 - c) Animal boarding, breeding, and training facilities, including stables;
 - d) Bed and breakfast establishments;
 - e) Open space;
 - f) Cemeteries.
3. A zoning by-law amendment will be required where any of the following uses are proposed in General Rural Areas or by country lot subdivision as provided for in policy 5 below:
 - a) New industrial and commercial uses, such as farm equipment and supply centres, machine and truck repair shops, building products yards, landscape contractors, and nurseries;
 - b) 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 transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs;
 - c) New recreational commercial and non-profit uses, such as golf courses, driving ranges, mini putt operations, campgrounds, outdoor theme parks, sportsfields or similar uses;
 - d) New sand and gravel pits and underground mining for any mineral resources, subject to Section 3.7.4;
 - e) Other new non-residential uses that would not be better located within a Village and which are in keeping with the rural character or those uses that meet the needs of the travelling public, such as a restaurant, gas station, motel or similar use;
 - f) New institutional uses such as places of worship and schools should ideally be located with a Village but may be considered in close proximity to a Village where Village land is insufficient or inappropriate. The expansion of existing institutional uses will be evaluated on their merits and by those matters included in policy 4 below;
 - g) Country lot subdivision as provided for in policy 6 below.
4. When considering an application to amend the zoning by-law to permit a new use identified in policy 3 of this subsection, the following matters must be considered:
 - a) The use would not be better located in a Village or the urban area;
 - b) If the use is to be located on a local road, it must be demonstrated that the volume and pattern of traffic flow anticipated from the development will not interfere with the proper functioning of the local road network;
 - c) The privacy of adjacent landowners or the amelioration of potential adverse impacts from lighting, noise, odour, dust or traffic can be achieved by separating the land uses, buffering or other measures as part of the development;
 - d) The potential for reducing possible impacts on neighbouring agricultural uses or nearby rural residential or Village communities, where relevant;

- e) The development is in keeping with the surrounding rural character and landscape;
 - f) All those requirements of Sections 2 and 4 related to transportation, servicing, design and compatibility and environmental protection;
 - g) Noxious uses will only be considered where suitable screening and buffering can be provided and generally these uses will not be considered in locations within groundwater recharge areas or immediately adjacent to residential areas, Scenic-Entry Routes, or waterfront areas;
 - h) The impact that the development will have on the protection of tree cover and local wildlife movement, as result of proposed site clearing and grading, fencing, security lighting, and other similar site plan matters.
5. When creating more than three lots for rural industrial or highway commercial purposes, development will be by plan of subdivision in accordance with the following criteria:
- a) Development will be subject to site plan control and particular attention will be given to physical design including signage, buffering, landscaping and fencing of the sites;
 - b) All of the applicable requirements of Section 4 will be satisfied.
6. Country lot subdivisions will be considered within the General Rural Area designation subject to the following criteria. The extent to which any of these apply will be determined through pre-consultation with the applicant:
- a) All development will conform with the requirements from Section 4 of this Plan, including, but not limited to, protection of vegetative cover, water and wastewater services, erosion prevention and so on;
 - b) All development will be evaluated within the context of any existing subwatershed studies or groundwater studies approved by the City;
 - c) The minimum log size shall be 0.8 ha but studies may indicate the requirement for a larger lots;
 - d) The maximum size of a country lot subdivision shall be 40 lots;
 - e) Subdivisions may not impede the ability of Villages and urban areas to expand over the planning period, and; may not located within 1 kilometre of an approved urban and Village boundary;
 - f) Subdivisions will not create conflicts with non-residential uses that need to locate in the rural area, and the proposed location of country lots will be evaluated relative to:
 - i) Agricultural operations and Agricultural Resource Area designations in the context of the Minimum Distance Separation guidelines,
 - ii) Mineral operations and Mineral Resource Area designations,
 - iii) Adjacent non-residential uses such as rural industrial subdivisions, whose expansion potential may be impeded by the presence of residential uses,
 - iv) Avoiding locations at existing or planned interchanges with Highways 7, 416 and 417 which will be better suited to non-residential uses in the long term;
 - g) Subdivisions will develop where there is the least impact on municipal operations, and:
 - i) May not have direct access to an arterial road where there is the possibility of accessing a local road,
 - ii) May not locate where their construction will require the City to pave or upgrade an existing road,

- iii) May not require the construction of a new public road on an unopened road allowance;
- h) Subdivisions will be planned on the basis of assessments of sufficient detail to ensure the long term quality and quantity of the groundwater:
 - i) Development will not be permitted where studies prepared by the City indicate that the aquifer is considered to be of high vulnerability to contamination (e.g. areas of very thin overburden),
 - ii) All development will be on the basis of a hydrogeology study and a terrain analysis in accordance with Section 4.4,
 - iii) Information from the hydrogeology study and terrain analysis will be enhanced through the evaluation for the performance of private systems in the vicinity and in the same sort of geology, including drawing from the same aquifer, as the proponent;
- 7. The City will monitor the residential development activity in the rural area on an annual basis to determine if Villages are remaining as the primary focus of rural development. Based on the assessment, City Council may revisit these policies for country lot subdivisions.
- 8. The severance of a single lot for residential purposes will be permitted, subject to the following criteria:
 - a) Only one lot will be created from any parcel in existence at the date of adoption of this Plan and no further severance will be permitted from either the severed or retained land;
 - b) The retained land will have a minimum area of 10 hectares;
 - c) The severed lot will not be less than 0.8 hectares in area; however, a larger minimum lot size may be required in some areas to ensure no adverse effects on the quality or quantity of ground water and the safe operation of wastewater disposal systems;
 - d) The proposed lot does not have access to Provincial highways;
 - e) Where the lot has frontage on both an arterial road and a collector or local road, the proposed lot should not front on the arterial road;
 - f) The creation of any new must also conform to the Minimum Distance Separation required by the Agricultural Code of Practice. In this instance, the separation distance is intended to reduced the likelihood of adverse impacts from new residential development on the operation of existing adjacent farm operations in either the General Rural or Agricultural Resource designations;
 - g) The lot will not impact on land designated Limestone Resource Area or be less than 150 metres from land designated Sand and Gravel Resource Area, in accordance with Section 3.7.4;
 - h) The house and private services are located in an area that will minimize the removal of mature vegetation.
- 9. Development proposals within 1 kilometre of a Village and/or urban boundary will be reviewed with respect to lot size, type of use and other characteristics, to ensure that they do not adversely limit potential expansion of the boundary at that location or create a long-term demand for the extension of municipal services.
- 10. All new farm and non-farm development, including severances, will comply with the Minimum Distance Separation (MDS) formulae, as amended from time to time, except in the case of development of an existing lot of record that falls almost or completely within a calculated MDS separation distance.

Infill Areas

11. Limited residential and non-residential infill, including the severance of lots, will be permitted within small historical settlements, which typically comprise clusters of housing and in some cases, non-residential and institutional uses, and exist at a number of crossroads and other locations. Some of these settlements are identified by names but do not include rural residential subdivisions typified by large residential lots (0.8 hectares or larger). The boundaries of these clusters will be defined in the zoning by-law and in making this determination the City will be guided by the extent of existing development.
12. Notwithstanding the provisions of policy 8 above, the minimum lot size shall be in keeping with adjacent lots or the requirements of the Ministry of Environment to support private services.
13. Lot creation that has the effect of extending development beyond the boundaries of existing development as defined in the zoning by-law will not be permitted.
14. Any rezoning to permit a new non-residential use within an area defined in policy 11 will be considered in light of the criteria of policy 4 above.

3.7.3 Agricultural Resources

Farmland is an important land use in Ottawa, occupying about 40 per cent of the municipality's rural lands. Located on these extensive areas of good soil – totalling more than 120,000 hectares – is a mixture of cash crop and livestock farms producing agricultural products with a value in 2001 of over \$150 million. The approximately 1300 farmsteads in Ottawa also create economic activity for related businesses, such as agricultural supplies, equipment stores and processing plants for farm products.

In order to protect this resource for future generations, the City will protect prime agricultural areas from loss of lands to other uses. This protection entails policies that strictly limit permitted land uses and lot creation on all lands identified as Agricultural Resource Areas. These lands are shown on Schedules A and B. Their identification is based on the Ottawa-Carleton Land Evaluation and Area Review (LEAR) evaluation system. The LEAR system uses four factors to determine the agricultural potential of land:

- Soil capability for agriculture (large areas predominantly of soils of Classes 1, 2 and 3);
- Land use (existing use of individual properties);
- Parcel size (flexibility of parcel size to accommodate different farm activities);
- The presence of conflicting land uses in the area (e.g., adjacent to Village or residential uses).

Farm operators need to be assured that their investment in and commitment to agricultural production will not be adversely affected by conflicting land uses. For example, non-farm residences in agricultural areas may create problems for farmers, such as unleashed dogs, increased traffic volumes that conflict with slow-moving farm machinery, and uncontrolled growth of noxious weeds. Conversely, non-farm households may find farm odours and noises objectionable. While the City recognizes that there is a right to farm on farmlands, certain types of intensive livestock operations will be subject to a greater degree of regulation due to their potential impact on neighbours and the natural environment.

Within Agricultural Resource Areas, clusters of non-farm houses occur at crossroads and other locations. Some of these small hamlet-like collections of residences are identified with place names such as Leonard,

Bear Brook, Dalmeny, Baxters Corner and Woodlawn. They often have histories dating back to the 19th century or earlier when they originated to serve the needs of the rural population, providing not only housing but also services like a post office, school house or small cheese factory. In other locations these clusters of lots are of more recent origin and consist only of residential uses. Limited new development will occur in these locations in the future.

Policies

1. Lands designated Agricultural Resource are shown on Schedules A and B with the intent of:
 - a) Protecting major areas of agricultural and other lands suitable for agriculture from loss to other uses;
 - b) Ensuring that uses, which would result in conflicts with agricultural operations, are not established in productive farming areas.

Permitted Uses

2. The primary use of land in Agricultural Resource Areas will be agriculture. Additional permitted uses are forestry and those activities related to the conservation or management of the natural environment. Farm uses should respect the provincial *Guide to Agricultural Land Use*, comply with any nutrient management by-law of the City and follow all applicable provincial regulations governing farm operations. Farm uses may include intensive livestock operations where a large number of animals are raised on a property. The City's zoning by-law will limit where intensive livestock operations involving the raising of pigs only may be established such that they do not locate within 3 kilometres of: Villages, the urban area, any existing or approved country lot subdivisions, schools or similar institutional uses, major recreational areas, Natural Environment Areas and Significant Wetlands South and East of the Canadian Shield.
3. Residential uses will be permitted either in the form of farm housing or as a detached dwelling on a lot fronting on an existing public road. A second dwelling for farm help is also permitted. It should be located on the same lot as the farmhouse and should preferably take the form of a mobile home that can be removed once the farm help is no longer required. If more than one farm-help dwelling is required, the second and subsequent dwelling(s) must be mobile homes. Housing may be restricted in the case of the severance of a surplus dwelling as per policies 13 and 14.
4. In addition to a house and accessory building, the City will permit further secondary uses to the principal use of the property provided they are compatible with, and do not adversely affect, surrounding agricultural operations. Secondary uses include home-based businesses, home industries, and uses that produce value-added agricultural products. Policies for generally permitted uses, such as secondary dwelling units, are found in Section 3.1.
5. In the Agricultural Resource Areas, the City will permit pits, wayside pits and quarries and portable asphalt plants as interim uses. Rehabilitation of the site must be carried out so that substantially the same areas and same average soil quality for agricultural are restored. The policies of Section 3.7.4 on Mineral Resources will apply.

6. The City will permit small-scale industrial and commercial uses that are directly related to agriculture, subject to a rezoning, on areas of poor soils that exist within the larger prime agricultural areas. These small areas, ranging greatly in size, are marginally productive or of lower priority for agriculture due to their size, shape, topography, soil class, drainage, location, access or other physical characteristics. The possible permitted uses must be of the type that needs to locate close to farm operations, such as livestock assembly points, grain drying, storage for farm produce, and custom machinery operators. Furthermore, these uses will not adversely affect agricultural operations in the general vicinity. The possible severance of a lot of such a use may only occur if policy 16 below is met in full.

Possible Land Uses at Highways 416 and 417 Interchanges

7. Notwithstanding the primacy of farming as a use for lands designated Agricultural Resource Area, a select range of commercial and industrial development may be permitted, in limited amounts, on properties that border the interchanges of Highway 416 and 417 outside of the Greenbelt. These areas have good road access and high visibility to the traveling public. Development will be subject to an amendment to the zoning by-law and other requirements set out in policy 8 below.
8. The City will consider a rezoning for a proposed use and subsequent site plan approval for a property immediately adjacent to a highway interchange provided the following are respected:
 - a) The proposed use must be of a highway/recreational commercial or industrial type use such as a gas bar or service station, restaurant, motel, farm or recreational vehicle sales and service centre, warehouse etc. Those land intensive uses such as golf courses, cemeteries and campgrounds will not be permitted at these interchange locations. Furthermore, uses such as a retail store, office or medical clinic should more appropriately be located in a Village or urban area;
 - b) There must be demonstrated need for the proposed use and clear justification of the size of the area to be rezoned. This includes showing how the use and the proposed lot size can meet the private water and wastewater servicing requirements of Section 4.4.2;
 - c) The use will not conflict with existing agricultural uses;
 - d) Suitable design and landscaping will be provided in keeping with the role of Highway 416 and Highway 417 as entry routes to the National Capital;
 - e) Regard has been given to the opportunity to provide for tourist orientation facilities, wherever feasible;
 - f) Where development is proposed in the vicinity of the Highway 417 interchange with Upper Dwyer Hill Road / Herrick Drive, the City will consult with the Town of Arnprior to ensure that possible long term plans for servicing in the area are not compromised.

Farm-Related Severances

9. The City will permit farm-related severances in Agricultural Resource Areas subject to the requirements stated in this and the following subsection. General criteria to be considered for all proposals to create a lot are:
 - a) There will be no adverse effect on agricultural operations in the surrounding area and the proposal complies with the Minimum Distance Separation formulae;
 - b) Where possible, the lot will be located on land of low capability for agriculture;

- c) The lot size will be approximately 0.4 hectares and be regular in shape;
- d) Private individual services are in accordance with Section 4.4.2;
- e) Additional access to an arterial road will be created only when there is no reasonable alternative location for road access;
- f) To assist the City in its review of the severance application, a farm data sheet that details the agricultural particulars of the request will be required for all consent applications.

The City will require that any new lot created within Agricultural Resource Areas have a covenant on the deed stating that such lot is in an agricultural area and may therefore be subjected to noise, dust, odours and other activities associated with agricultural areas.

Farm Retirement Lots

- 10. The City will permit the severance of a lot for farm retirement purposes for a qualified full-time bona fide farmer. Those persons who are part-time or hobby farmers will not be entitled to a lot severance for retirement purposes. This will allow a farmer the opportunity to provide more fully for his or her retirement needs and for ease of ownership transfer of viable farm operations between farmers (often family).
- 11. The following criteria for a farm retirement lot severance must be met:
 - a) No retirement lot was previously severed from the farm since January 1, 1970;
 - b) For the purposes of qualification for a farm retirement lot, a farm means the total landholdings that form a viable farm operation. In the case of most dairy, cattle or cash crop farms, this will entail ownership of landholdings of a minimum of approximately 36 hectares, be it one parcel of land or several non-abutting parcels. For other types of farming, such as market gardening, a lesser farm size will be considered;
 - c) A bona fide farmer is defined as someone whose primary occupation consists of working on a farm and has been involved in cropping and/or animal husbandry. The farmer will own, operate and live on a farm, and will be retiring or have recently retired from farming (in the last three years) at the time of the severance application. He or she will have owned and operated for at least 20 years a farm that is wholly or substantially located in the City of Ottawa. His or her primary occupation is the operation of the farm, where primary occupation is defined in terms of time spent farming and/or proportion of income derived from farming;
 - d) Farmers who have started to farm in the city after January 1, 1994, would not qualify for a farm retirement lot in the future. The intention is to gradually phase out the splitting of valuable farmland by the severance of small residential lots;
 - e) The retirement lot will be approximately 0.4 hectares in size. A larger lot size will be permitted if deemed necessary or appropriate given physical features (e.g., drainage ditch location, existing building) or needs of private individual servicing.

Boundary Adjustment

12. The City will permit a severance for making boundary adjustments between farms, provided that no building lot is created and that both parcels are of sufficient size to be suitable for the types of agricultural uses in the area. Boundary line adjustments may also occur between a farm and a non-farm lot or between two non-farm lots subject to proper planning considerations.

Farm Consolidation – Surplus Dwelling

13. Farm consolidation means the acquisition of additional farm parcels to be operated as one farm holding. A severance may be granted by the City for the creation of a new lot on which is located a dwelling and immediately adjacent farm buildings made surplus through farm consolidation. Where the property with the surplus house is abutting the main farm property, the recommended method of separation of the surplus house from the land is the use of a boundary line adjustment between the two properties as this avoids the creation of a new lot.
14. Where an application to sever a surplus dwelling is made, for lands that abut the main farm or not, the City will require the following:
 - a) To avoid land speculation, applications for severance will be considered after the purchase of the lands to be consolidated by the farm operator, or where a legally binding offer of purchase is demonstrated;
 - b) The vacant agricultural parcel so created be rezoned to prohibit any residential use. This housing restriction is intended to limit a pattern of lot creation in Agricultural Resource Areas that would see a new residence being constructed on a vacant farm property, the house being declared surplus and severed from a lot and the pattern so repeated. However, a subsequent rezoning to allow a new dwelling unit may be permitted subject to agreement by City Council that a farm related circumstance, such as viability of the farm operation, clearly warrants it.

Severance of Two Dwellings on One Lot

15. Where at least two detached residential dwellings existed on a property prior to July 13, 1988, and continue to exist, one surplus dwelling may be severed on a new lot provided that:
 - a) Both dwellings must be occupied on an on-going basis for the use of this provision;
 - b) A lot has not been created previously from the original farm after January 1, 1970, for a retirement lot or a farm help lot;
 - c) Neither dwelling is a mobile home;
 - d) All other relevant policies of this Plan are respected.

Severances in Areas of Poor Soils

16. The severance of lots for small-scale industrial and commercial uses that are directly related to agriculture will be permitted in areas of poor soils where all of the following criteria are met:
 - a) A site-specific zoning by-law amendment permits the use. A rezoning will be required as a condition of consent where the use is not permitted at the time of severance;

- b) The soils have a capability rating for agriculture predominantly of Class 4 or poorer as determined from the soils maps of Ottawa as shown in Ontario Institute of Pedology, *The Soils of the Regional Municipality of Ottawa-Carleton Excluding the Ottawa Urban Fringe* – Report 58 and the *Soils, Capability and Land Use in the Ottawa Urban Fringe* – Report 47, as amended;
 - c) The land is part of an identified poor pocket of at least 10 hectares in area and is identified on soil maps of Ottawa as shown in Ontario Institute of Pedology, *The Soils of the Regional Municipality of Ottawa-Carleton Excluding the Urban Fringe* – Report 58 and the *Soils, Capability and Land Use in the Ottawa Urban Fringe* – Report 47, as amended;
 - d) The land is not being used or capable of being used as part of an adjacent agricultural operation;
 - e) The lot has frontage on a public road;
 - f) The land is sufficiently wooded with trees so that development can be buffered from adjacent farm operations. Where sufficient tree cover does not exist, tree planting will be required as a condition of development;
 - g) The minimum lot size in poor pockets will be 2 hectares.
17. The severance of one lot for residential purposes is permitted in areas of poor soils, as defined in policy 16 above, provided the severed lot complies with the Minimum Distance Separation formula and provided no previous lot has been severed for these purposes since the date of adoption of this Plan.

New Farm Holding

18. The City will permit the severance of a lot creating a new farm holding that will be used exclusively as an agricultural operation. The lot proposed to be created and the remaining parent parcel must both be of sizes that are sufficiently large to maintain flexibility for future changes in the type and size of agricultural use. In this regard, the minimum lot size will be approximately 36 hectares for each of the severed and retained parcels. A lesser lot size may be considered appropriate under unique circumstances, such as the severance of a new market garden lot. These minimum areas will consist of usable agricultural land excluding extensive areas of rock, forest, steep slopes, wetlands and other similar lands.

Infill in Areas of Clusters of Housing

19. The City will permit limited residential infill in areas where historical clusters of housing, and on occasion some commercial and institutional uses, have developed within the Agricultural Resource Area designation provided additional strip development does not occur. The City will identify these areas of historical development in the City's zoning by-law. Only in those identified areas may lot(s) be created between two existing lots of similar size or between an existing lot and a cultural or physical feature, such as a road or watercourse, that are situated on the same side of the road and are not more than 100 metres apart. Minimum lot sizes will be established in the zoning by-law and will be sufficient to permit the land use on the basis of private individual services. Lot creation that has the effect of extending development beyond the boundaries of existing development is not permitted.

Minimum Distance Separation

20. All new farm and non-farm development, including severances, will comply with the Minimum Distance Separation (MDS) formulae, as amended from time to time, except in the case of development of an existing lot of record that falls almost all or completely within a calculated MDS separation distance.

3.7.4 Mineral Resources

The major mineral aggregate resources in Ottawa are limestone, sand and gravel. Aggregate resources are used to build and repair houses, schools, shopping centres, factories, roads, sewers, and water pipes. They may be used in a relatively natural state for fill or as a road base, or they may be processed into materials for the construction industry, such as concrete, asphalt, or brick.

Aggregates are a non-renewable resource that the City will steward for future generations. Lands identified as Sand and Gravel Resource Area and Limestone Resource Area have deposits of aggregates that may be viably extracted because they are:

- Of a good quality and quantity;
- Located sufficiently close to local markets;
- Situated in relation to existing residential development such that they can be extracted with minimal impacts on most residential uses.

Since hauling costs are a significant component of the final price of aggregates, protecting resources close to local markets will help ensure the availability of the resource at reasonable prices. Keeping hauling distances short will also minimize the environmental and community impacts of this traffic. Care must be taken to ensure that the environmental and social impact of mineral resource extraction is minimized. To this end, extractive operations must maintain good operating standards as well as have a viable rehabilitation plan.

Existing licensed extraction sites make up much of the future supply of aggregate. The City will protect their continued operation and expansion by preventing any new development in their vicinity that would preclude or hinder aggregate extraction.

In Ottawa, sand and gravel pits are generally smaller-scale and shorter-term operations than limestone quarries. They do not involve drilling, blasting or rock crushing and therefore pits do not need to be as widely separated from incompatible uses as quarries. Sand and gravel pits are permitted in the Sand and Gravel Resource, the Limestone Resource, the General Rural and the Agricultural Resource Areas. Whenever reference is made to permitting mineral aggregate extraction elsewhere in this Plan, Section 3.7.4 will apply.

A deposit of high-grade silica sand has been identified in the former City of Kanata (Lot 20, Concession 3). Silica sand is a mineral used in the manufacture of glass and artificial abrasives and in foundries and smelters. At present, the need to designate the particular deposit in Ottawa is not clearly established. Nevertheless, any proposed development that would preclude the possibility of future extraction of the deposit will be reviewed before deciding whether or not development should proceed.

Policies

1. Sand and Gravel and Limestone Resource Areas are designated on Schedules A and B with the intent to:
 - a) Protect non-renewable mineral aggregate resources, located close to markets, for future use;
 - b) Protect mineral aggregate resource and aggregate operations from incompatible activities;
 - c) Minimize community and environmental disruptions from aggregate extraction activities.

Permitted Uses in Sand and Gravel Resource Area

2. The City will permit pits and waysides pits as the main land uses for those lands identified as Sand and Gravel Resource Areas subject to the provisions of the *Aggregate Resources Act*. Additional related uses are also permitted, such as portable asphalt plants and other uses associated with sand and gravel extraction operations. Existing or new farming, forestry, small-scale open-air recreational uses and conservation and natural resource management activities are permitted provided they do not create difficulties for the future extraction of mineral aggregates from any lands in the designation. Temporary non-residential uses and recycling uses may be permitted if they can be demonstrated not to preclude or otherwise render the site unusable for future mineral extraction. All of these non-aggregate related uses will only be permitted if any issues of public health, public safety and environmental impact are addressed to the City's satisfaction.
3. In recognition of existing lots of record, the City will permit the construction of a detached dwelling and accessory buildings subject to the following conditions:
 - a) The lot fronts on a public road;
 - b) The lot was created under the *Planning Act* prior to July 9, 1997;
 - c) The use is shown as permitted in the zoning by-law;
 - d) All requirements for private servicing requirements are met;
 - e) New development will be sited on existing lots in order to minimize the impact upon future extraction of mineral aggregate resources.

Permitted Land Uses in the Limestone Resource Areas

4. In addition to the uses allowed in Sand and Gravel Resource Areas, in Limestone Resource Areas, the following uses are also permitted: quarries, wayside quarries subject to policy 12 in Section 3.1, and underground mining. Secondary uses directly related to the extraction operation are also allowed, such as a portable asphalt plant or concrete batching plant.
5. The use of space created by underground mining for storage of non-hazardous substances is permitted, subject, among any other requirements, to satisfying any concerns of the City relating to waste disposal and to the provision of water, wastewater treatment and transportation.

Zoning of Pits and Quarries

6. The City requires that all pits and quarries licensed under the *Aggregate Resources Act* be zoned for mineral extractive use in the City's zoning by-law. This applies whether the pit or quarry is located in a Sand and Gravel Resource, Limestone Resource, Agricultural Resource, General Rural or other

designation. All or part of properties with a licensed pit or quarry may also be zoned for aggregate-related uses, such as asphalt and concrete plants. As stated in Section 3.1, wayside extraction of aggregates, portable asphalt plants and temporary concrete batching plants used on public authority contracts will however be permitted without the need for a rezoning. Wayside pits and quarries will be subject to the *Aggregate Resources Act* and as such the public consultation process and the rehabilitation of the site must be carried out in conformity with the provisions of that Act.

7. The City will require that all lands in the Sand and Gravel Resource or Limestone Resource Areas not presently licensed for a pit or quarry be zoned in the City's zoning by-law so that it is clear that extraction of mineral aggregate use may occur on these lands. Prior to the establishment of any new pit or quarry, the City requires that the lands be rezoned to specifically permit the mineral extraction use. The rezoning requirement and policy 9 below apply to wholly new proposed pits or quarries or proposed expansions to existing ones. In certain circumstances, there may exist lands already zoned and licensed for a pit or quarry but none is yet in operation or not in operation on all portions of a property.
8. The City requires the completion of an Environmental Impact Statement as per Section 4.7.8 prior to making a decision on any application for rezoning or commenting on a licensing request to establish a new or expanded pit or quarry that may potentially affect the significant features or ecological functions of the environmental designations shown on Schedule A.

Establishing New Pits or Quarries

9. Any new pit or quarry will be licensed and operate in accordance with the *Aggregate Resources Act*, which is administered by the Ministry of Natural Resources. Studies and the site plans required under the *Aggregate Resources Act* are reviewed to ensure that the effects on the natural environment and other resources and existing development are fully considered prior to the Ministry approving a license for the establishment of new or expanded pit or quarry and the City approving any required zoning modifications. The areas of influence generally are 500 metres around quarries and 150 metres for pits. The required studies, as are determined to be appropriate considering the type of extraction proposed, will provide information on:
 - a) Anticipated noise, dust and vibration levels that illustrate that the Ministry of Environment guidelines and criteria will be satisfied;
 - b) Rationale for proposed haul routes, expected traffic volumes and entrance/exit design to show that the road system can safely and efficiently accommodate the proposed truck traffic. This may include provision for upgrading of local City roadways leading to an arterial road and on-going maintenance requirements along such route so long as the pit or quarry is in operation;
 - c) Impact on neighbours from noise, dust, vibration, truck traffic, etc., due to the duration of the extraction operation in hours per day and number of days per week;
 - d) The elevation of the groundwater table on and surrounding the site;
 - e) Any proposed water diversion, water taking, storage and drainage facilities on the site and points of discharge to surface waters. An impact assessment will address the potential effects on the following features on or adjacent to the site, where applicable:
 - i) Water wells,
 - ii) Springs,

- iii) Groundwater,
- iv) Surface watercourses and bodies;
- v) Wetlands, woodlands, and fish and wildlife habitat;
- f) Adjacent and nearby land uses and an assessment of the compatibility of the proposed development with existing land uses. This includes possible completion of an Environmental Impact Statement as referenced in Section 4.7.8;
- g) If within an Agricultural Resource Area on Schedule A, the agricultural classification of the proposed site and the proposed agricultural rehabilitation techniques if the site is Class 1, 2 or 3 soils and extraction is not below the water table;
- h) The proposed after-use and rehabilitation plan.

Development Restriction on Adjacent Lands

- 10. Limited types of new development may be approved within 500 metres of a Limestone Resource Area or within 150 metres of a Sand and Gravel Resource Area, provided such development does not conflict with future mineral aggregate extraction. Examples of conflicting land uses that will not be considered include dwellings or lodging places (motels, camp grounds, nursing homes, etc.) and farming or small-scale business uses where animals, equipment or employees are affected by pit or quarry activities. Where applicable, the policies for the construction of a detached dwelling on an existing lot of record will continue to apply as per Section 5.3.
- 11. Where there is an existing licensed pit or quarry, development may be approved within the area of potential impact, referenced in policy 10, where an impact assessment study is completed and demonstrates that the mineral aggregate operation, including future expansion in depth or extent, will not be affected by the development. The Minister of Natural Resources will be consulted in review of the impact assessment study.
- 12. Where the City approves the development of land in accordance with policies 10 and 11 above, the City may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.

Lot Severance Policies

- 13. The City will permit the creation of new lots in the Sand and Gravel and Limestone Resource Areas under the following circumstances:
 - a) To sever a lot for a home existing as of July 9, 1997, subject to a rezoning of the vacant parcel to prohibit the construction of a residential building;
 - b) For farm-related severances, subject to Section 3.7.3 provided that:
 - i) The lands are not licensed as a pit or quarry and technical information demonstrates that the aggregate resources on the land subject to severance are not suitable for exploitation,
 - ii) The technical information demonstrates that the use of land for rural residential purposes will not restrict the possibility of mineral aggregate extraction from other lands designated Sand and Gravel Resource or Limestone Resource Areas,
 - iii) Any issues of public health, public safety and environmental impact are addressed.

Rehabilitation and New Use of Depleted Sites / Sites Not Suitable for Exploitation

14. Where the sand, gravel or limestone aggregate resources of a property have been fully extracted, the property may be used for other purposes. Similarly if a technical study demonstrates that the aggregate resources of a site are not suitable for exploitation, then alternative land uses may be permitted. Under either scenario, the City requires that:
 - a) The proposed use will not limit the possibility of mineral aggregate extraction from other lands designated Sand and Gravel Resource or Limestone Resource Area;
 - b) Any issues of public health, public safety and environmental impact are addressed.
15. In Sand and Gravel Resource Areas, the property may be used for purposes listed in Section 3.7.3 or additional new uses as follows:
 - a) If the lands are predominantly surrounded by an Agriculture Resource designation, the uses identified in Section 3.7.3 for Agricultural Resource Areas may be permitted. Where a pit licence has been surrendered and the pit was located on prime agricultural lands, the site will be rehabilitated for productive agricultural use except where extraction has occurred below the water table; or if the lands are predominantly surrounded by designations other than Agricultural Resource, the uses in Section 3.7.2 for the General Rural Area, including farming, may be permitted;
 - b) In all cases, a rezoning to an appropriate zone will be required;
 - c) In Limestone Resource Areas the property may be used for purposes listed in Section 3.7.3. Other new uses, except residential, are permitted, subject to Section 3.7.2. A rezoning to an appropriate zone will require that:
 - i) The proposed use will not limit the possibility of mineral aggregate extraction from other lands designated Sand and Gravel Resource Area or Limestone Resource Area,
 - ii) issues of public health, public safety and environmental impact are addressed to the satisfaction of the City.

Silica Sand

16. Notwithstanding the General Rural Area designation, the City will seek the advice of the Ministry of Northern Development and Mines and other appropriate agencies when reviewing any development applications affecting land in or within 450 metres of Lot 20, Concession 3, in the former City of Kanata, to determine whether or not the proposal should be permitted having regard to the importance of the silica sand deposit on the property compared to other deposits in eastern Ontario.

Dunrobin Road Setback

17. The City will require a minimum 150 metre buffer between Dunrobin Road and any extraction activity, for the Limestone Resource Area designated in Concession 3, Lots 22 and 23, former City of Kanata.

3.8 Solid Waste Disposal Sites

Solid Waste Disposal Sites are landfills, 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 in regards to consents for private waste management and waste disposal facilities. The City's criteria in granting consents for these facilities include an assessment of the impact on landfill capacity in Ottawa and consistency with the Reduce, Reuse and Recycle (3R) Plan.

Policies

1. Solid Waste Disposal Sites are designated on Schedules A and B in order to recognize their function and their potential impact on surrounding land uses.
2. The City will require an official plan amendment for the establishment of any new Solid Waste Disposal Site. The City will evaluate applications based on the following:
 - a) The proponent has prepared a terms of reference under the *Environmental Assessment Act* considering such items as the:
 - i) Rationale for the undertaking,
 - ii) Potential impact on the City's commitment to waste reduction, reuse and recycling,
 - iii) Potential community, public health, transportation, environmental, visual, financial and land use impact of the facility,
 - iv) Use of mitigation measures, such as buffers and setbacks, to address potential land-use conflicts,
 - v) Potential impacts and mitigation measures related to air traffic,
 - vi) Environmental monitoring of the facility,
 - vii) The end use of the facility;
 - b) Compliance with a Terms of Reference as approved by the Minister of the Environment and Energy under the *Environment Assessment Act*;
 - c) Does not duplicate the requirements of the *Environmental Assessment Act*.
3. The zoning by-law will restrict the location of Solid Waste Disposal facilities to specific sites.
4. Expansion of existing designated sites will require a zoning by-law amendment. The City will consider the amendment based on the criteria listed in policy 2 above.
5. Development proposals within 500 metres of an active waste disposal site, or other appropriate influence area, must demonstrate that the landfill will not have an impact on the proposed use and that there will be no impacts from the proposed use on continuing landfill operations (e.g., a use that would have the potential of impacting the water table).
6. In considering development proposals within the influence area, the City will be guided by the nature of the land use and will generally consider compatible uses without the need for a study. Compatible uses include utilities, waste-processing facilities, above-grade transportation routes, forestry activities, and gravel pits, quarries and other mining activities, provided that the landfill water table is not affected.

7. Uses for which a study may be required include those accommodating people or agricultural uses that include animal husbandry. The study will address the following: landfill-generated gases, ground and surface water contamination by leachate, odour, litter, contaminant discharges from associated vehicular traffic, visual impact, dust, noise, other emissions, fires, surface runoff and vectors and vermin. Particular attention will be given to the production and migration of methane gases.

3.9 Snow Disposal Facilities

Ottawa is a winter city, resulting in the need for public and private, permanent and temporary snow disposal sites. Such disposal facilities include only those lands on which snow is placed after being brought to the site from elsewhere and not areas in which snow is simply moved to one portion of a site after being cleared from the rest of the site.

Policies

1. Snow disposal facilities are not designated on the schedules of this Plan.
2. Existing snow disposal facilities will be recognised in the zoning by-law. A new snow disposal facility will require an amendment to the zoning by-law. New Snow Disposal Facilities will only be permitted in areas where it can be demonstrated that the impacts of trucking and any other negative impacts can be minimised and subject to a zoning by-law amendment.
3. Snow disposal facilities will not be permitted in Natural Environment Areas, significant wetlands south and east of the Canadian Shield, flood plains, unstable slopes and urban natural features.
4. The impacts of snow disposal facilities for existing or committed sites shall be mitigated through urban design and site plan control measures which include locating landscaping, road allowances, open space uses, utility installations, commercial uses, etc. in any intervening separation distance between the snow disposal facilities and a sensitive land use.
5. The appropriateness of new Snow Disposal Facilities or expansions to existing facilities will be evaluated on the basis of the following criteria:
 - a) Appropriate setbacks from residential uses and neighbouring properties in accordance with Ministry of Environment Guidelines for setbacks from residential uses and for recommended acceptable noise levels;
 - b) Safe and secure access which does not encourage truck traffic on local roads;
 - c) A grading and drainage plan that shows all melt water can be handled in an environmentally-acceptable fashion; and,
 - d) The preparation of a study that addresses:
 - i) Existing soil and water quality conditions to establish baseline levels of soil and water components,
 - ii) Presence of any contaminants and the potential for accumulation of any contaminants that could migrate or be made more dangerous as a result of the snow disposal facility,
 - iii) Proximity to drinking wells and impact on them,
 - iv) Soil stability,
 - v) Sub-surface drainage and impact on surrounding properties,

- vi) Proximity to any open water courses and potential impacts on them,
 - vii) Noise and vibration,
 - viii) Aesthetics,
 - ix) Seagull control,
 - x) Air quality.
6. On an on-going basis, the City will monitor water quality and soil conditions in and surrounding existing and proposed Snow Disposal Facilities and implement measures to mitigate any impacts in these areas.

3.10 Airports

3.10.1 Ottawa Macdonald–Cartier International Airport

The 1800-hectare Ottawa Macdonald-Cartier International Airport is the National Capital’s international gateway and a major economic generator for the city. In addition to the airport, this designation incorporates a number of federal uses, including National Research Council facilities and the Canadian Forces Base Uplands.

Policies

1. On land designated Ottawa Macdonald–Cartier International Airport on Schedule B, the following uses will be permitted:
 - a) Civilian or military airport;
 - b) Uses permitted in Employment Areas, as described in Section 3.5;
 - c) Hotels and related commercial uses.
2. The consideration of land uses on airport lands will be based upon the Ottawa Macdonald-Cartier International Airport Authority Land-Use Plan, as amended from time to time.
3. Where development is proposed adjacent to the Ottawa Macdonald–Cartier International Airport, Sections 4.7 (Environmental Protection) and 4.8 (Protection of Health and Safety) will apply.

3.10.2 Carp Airport

Policies

1. The Carp Airport is designated on Schedule A with the intent of providing airport facilities that serve the general aviation needs in Ottawa.
2. The land uses permitted in the designation are aviation and other land uses associated with an airport.
3. The City will undertake a study of the Carp Airport and lands in the vicinity of the airport in order to explore opportunities to strengthen the local economic and employment role of the facility. The study will consider:
 - a) The boundaries of the area;

- b) Land use in and around the airport;
 - c) Transportation and servicing issues;
 - d) Economic benefits to the city.
4. The study referred to in policy 3 above may also explore the viability of limited residential development adjacent to the airport, where the residential development includes provisions for aircraft storage.

3.11 Special Study Area

Policies

1. Lands in the vicinity of Terry Fox Drive are designated Special Study Area on Schedule B of this Plan. The purpose of the Special Study Area designation is to permit a refinement of designation boundaries within it. In particular, the City will undertake a study within 12 months of City Council's adoption of this Plan – in consultation with landowners, community groups, individuals and other stakeholders with an interest – to evaluate:
 - a) The appropriate boundaries of the Natural Environment Area found within the Special Study Area based on an assessment of natural values and its role as part of a large greenspace in the area;
 - b) Mechanisms to ensure public ownership of the Natural Environment Area lands;
 - c) The relationship of all lands surrounding the Special Study Area, including the adjacent National Environment Area lands in the rural area to the west and north, to determine the potential greenspace linkages, trail connections and opportunities for land acquisition;
 - d) The most appropriate land-use designations within the Special Study Area;
 - e) The location of the urban boundary.
2. The recommendations of the special study will require City Council approval. At that time, a determination will be made as to the need for an Official plan amendment.
3. Subdivision approval on the lands to the south of Richardson Side Road, immediately adjacent to the Special Study Area, shall be withheld until the special study is complete in order to ensure that road connections, parkland dedications and other matters subject to subdivision approval are planned with regard to the findings of the special study and in a manner that will complements the land-use designations and other findings of the special study.

Section 4 – Review of Development Applications

This section outlines the policies the City of Ottawa uses to review development applications in order to meet the objectives contained in this Plan. The extent to which these requirements apply varies depending on the location, land-use designation and nature of the application. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.

Land development is the key source of growth and change in a municipality. A city can exert a strong influence over the nature and pace of land development by reviewing development applications and approving only those projects that respect the principles expressed in its official plan. The development application review process also provides an opportunity for the various agencies within the municipal administration to integrate their disparate concerns through their discussion of and comments on specific land development proposals. The review process also involves community stakeholders and the general public, who are invited to participate in community meetings or other consultation processes in order to bring their views concerning development applications to the municipality's attention.

As a result of this review process, a wide range of issues touching on the development are raised with the person putting forward the proposal (the proponent) and decisions are made as to the changes that will be made to the proposal in order to address the policies of the Official Plan and make the project acceptable to City Council. In many cases, the proponent will be required to undertake (and fund) studies designed to identify the likely impacts of the project on the social and natural environment.

The various policies, studies and assessments that the City requires are addressed as part of its review of development applications as described in this section. These requirements apply to a range of applications, generally being those made under the provisions of the *Planning Act*. They include, but are not limited to, the following categories:

Proposed Land-Use Changes

The following applications are made to change the existing or proposed use of an area or parcel of land permitted in an official plan or zoning by-law:

- Official plan amendment;
- Zoning by-law amendment;
- Non-conforming use application to Committee of Adjustment.

Proposed Division of Land

The following applications are made to divide land and create new lots:

- Plan of subdivision (including condominium approval);
- Severance (consent);
- Part lot control exemption.

Proposed Site Development

The following applications control design and what is built:

- Site plan;
- Minor variance;
- Public works.

In most situations, the development application applies to only one site-specific property. The affected lands may range in size from a single-dwelling residential lot to a redevelopment site in the downtown of the city or a vacant parcel of land of tens of hectares in area. A development application is usually submitted by one of three groups of applicants:

- Individual homeowner or landowner – e.g., a minor variance for a house addition or rural severance application;
- Developer or builder – e.g., a rezoning for a shopping plaza or an application for a new subdivision;
- Public agency – e.g., a site plan for a new school, city community centre or fire hall.

The nature of the development application and the location of the property to which it applies are the two main factors that determine which of the policies, studies and assessments have to be addressed in the application submission.

4.1 Site-Specific Policies and Secondary Policy Plans

There are a number of policies in the official plans or secondary plans of the former municipalities now making up the City of Ottawa that have been included in Volume 2. These plans contain the more detailed policies needed for the orderly and planned development of larger areas or site-specific properties. The site-specific policies found in these plans address unique situations requiring policy direction for an area or neighbourhood. These policies complement the policies in this Plan and will provide more detailed policy directions for areas and neighbourhoods in the city. Annexes 4 and 5 show the areas that are subject to secondary plans, Village plans and site-specific policies. These plans can be more restrictive than this Plan but they must conform to the policies of this Plan. The plans in Volume 2 cannot permit uses that are not permitted in this Plan.

Prior to amalgamation of the new City, other plans such as neighbourhood plans, concept plans and design guidelines were prepared by the former municipalities. These plans are a rich source of information that the City will use as the basis for any future planning studies, including the preparation of community design plans.

Policies

1. Where community design plans are approved after the date of approval of this Plan, they will be deemed to conform to the policies in the Plan and will be identified in Annex 3.
2. Secondary plans, Village plans and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the Official Plan. However, the secondary plans, Village plans and site-specific policies in Volume 2 may be more restrictive than the policies in the Official Plan.

4.2 Adjacent to Land-Use Designations

Some of the policies set out in Section 3 of the Plan apply to lands not only in the designation but also to adjacent lands. The table below summarizes the policies that apply to lands adjacent to land-use designations shown on Schedules A and B.

See Section	Policy for Adjacent Designation	Where Required
3.2.1	Environmental Impact Statement required	For severances within 30 metres or development within 120 metres of a Significant Wetland South and East of the Canadian Shield designated on Schedule A or B
3.2.2	Environmental Impact Statement required	All development including lot creation within 30 metres of a Natural Environment Area designated on Schedule A or B
3.2.3	Environmental Impact Statement required	Wetlands, forests, fields in complexes of greater than 0.8 hectares in size or greater in the urban area (Schedule B)
3.2.3	Environmental Impact Statement required	Adjacent to Urban Natural Feature designated on Schedule B
3.4	Heritage impact statement required	Site on or adjacent to the Greenbelt or Central Experimental Farm designated on Schedule B
3.7.2	Ensure development proposals do not limit potential expansion of the urban area	Within an area 1 kilometres outside of the urban area boundary
3.7.2	Ensure development proposals do not limit potential expansion of the Village	Within an area 1 kilometre outside of a Village boundary
3.7.3	Minimum Distance Separation	Adjacent to farms – all rural designations on Schedule A
3.7.3	Intensive livestock operations involving the raising of pigs will be limited	Within 3 kilometres of a Village, the urban area, existing or approved country lot subdivision, etc.
3.7.4	No development permitted where development conflicts with future extraction	Within 500 metres of a Limestone Resource Area or 150 metres of a Sand and Gravel Resource Area designated on Schedule A or B
3.7.4	Seek advice of Ministry of Northern Development and Mines	Within 450 metres of Lot 20, Concession 3, former City of Kanata
3.7.4	Impact Assessment Study required	Development proposals for land within 500 metres of a licensed quarry or within 150 metres of a licensed pit where there may be conflict with existing extraction operations.
3.7 and 4.8.5	Demonstrate that there will be no impact on the proposed use or continuing landfill operations	Development proposals within 500 metres of a solid waste disposal site or other appropriate influence area

4.3 Walking, Cycling, Transit, Roads and Parking Lots

Land use and transportation are closely interrelated. In particular, the City, when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile. Supporting walking, cycling and transit means more than the simple provision of sidewalks and pathways. A logical network must be created,

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connecting origins and destinations along direct and well-marked routes. Landscaping, the positioning of buildings, and other features of adjacent development can be further organized to support pedestrians and cyclists. In its review of development applications, the City will utilize the transportation policies that follow, together with any required transportation studies/assessments indicated in the table below.

See Section	Studies/Assessment Required	Where Required
2.3.1	Protection of right-of-way	Designated on Schedules E, F, G & H and Annex 1
4.3	Transportation impact study	May be required for subdivisions, rezoning and site plans where there may be a transportation impact on the transportation network in the surrounding area

Policies

1. The road network in new plans of subdivision will provide for direct transit routes through the community and enable all buildings to be within 400 metres walking distance of a transit stop.
2. The road network in new plans of subdivisions, particularly in Villages, will be designed to accommodate the potential future extension of the road system to adjacent properties.
3. To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the primary transit network shown on Schedule D will:
 - a) Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;
 - b) Locate any proposed high-density employment and residential development close to transit stations;
 - c) Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;
 - d) Minimize walking distances from buildings to stations/major transit stops;
 - e) Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.
4. The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The City may use the zoning by-law and cash-in-lieu of parking agreements as tools to reduce parking requirements.

5. The City will require a transportation impact study to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation impact study will be undertaken in accordance with the City of Ottawa Transportation Impact Study Guidelines. The scope of the study will vary depending on the nature of the development. Under most circumstances, a study will not be required for minor infill development in areas where the road network is fully established.

The transportation impact study will, in general:

- a) For the lands to be developed and the surrounding community, identify the required road, parking, transit, pedestrian, and cycling facilities necessary to support the proposed development, referencing the required timing or staging of such. It will also identify and address potential impacts on the local neighbourhood that would occur as a consequence of these required facilities;
 - b) Determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit;
 - c) Utilise the policies of this Plan as well as any applicable City design guidelines and/or practices when developing recommended modifications to transportation infrastructure;
 - d) Assess the impact of development traffic on the capacity of adjacent and nearby roads, accounting for the anticipated growth in levels of background traffic;
 - e) Take into account both the influence of anticipated future development in the surrounding area, as well as any planned infrastructure modification, e.g., future roads, road widenings;
 - f) Concurrent with the need for a transportation impact study, there may be a requirement to undertake a noise study as outlined in Section 4.8, Protection of Health and Safety.
6. The City will require that parking for bicycles be provided in highly visible and lighted areas, sheltered from the weather wherever possible. The zoning by-law will set standards and regulations for land uses that normally generate demand for bicycle parking.
7. The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.
8. Where large areas of surface parking are required, they will be designed to:
- a) Avoid one extensive parking area and instead have several smaller-sized parking areas defined by circulation patterns, landscaping, lighting, and other elements;
 - b) Ensure that the layout of the parking lots and adjacent buildings will be such that public roads may be defined in the future as part of more intensive redevelopment of the site.
9. On new, and reconstructed roads where possible, the City will require the provision of sidewalks as follows:
- a) On both sides of arterial and collector roads in the urban area and Villages;
 - b) A sidewalk or multi-use pathway on at least one side of all arterial roads passing through the Greenbelt;
 - c) A sidewalk or multi-use pathway on at least one side of all roads in the urban area that serve transit. Where applicable this policy is superseded by policy a).

Furthermore, as referenced in 2.3.1, the City will prepare a Pedestrian Plan that will identify discontinuities in the walking network and a strategy to correct these network deficiencies.

10. The City will ensure that sidewalks and crosswalks are made of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate the pedestrian areas from vehicle areas and provide marked pedestrian crosswalks at intersection sidewalks. In addition, sidewalks and open space areas will be easily accessible through such features as gradual grade transitions, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps.
11. The City will ensure that new developments are linked to the existing or planned network of public sidewalks, recreational pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities. Where public sidewalks and recreational pathways intersect with roads, consideration will be given to providing traffic control devices to give priority to cyclists and pedestrians.
12. At major building entrances the City will require safe, direct and attractive pedestrian access from public sidewalks through such measures as:
 - a) Reduction of distances between public sidewalks and major building entrances;
 - b) Provision of pedestrian walkways from public streets to major building entrances;
 - c) Within individual sites, on-site pedestrian walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops;
 - d) Wherever possible, protection from the weather is provided through canopies, colonnades, and other design elements.

4.4 Water and Wastewater Servicing

Ensuring that there is a reliable supply of good quality water and the safe disposal of wastewater is an important consideration in the development review process. Proponents are required to demonstrate that the servicing proposed for the development is adequate. The servicing requirements for water and wastewater services for Public Service Areas and areas to be developed on private systems are set out in the sections below.

The following table indicates the studies/assessments that are required to assess a development application with regard to water and wastewater services.

See Section	Studies/Assessment Required	Where Required
4.4.1	Assessment of adequacy of public services	Development application in a Public Service Area
4.4.1	Water, wastewater and stormwater impact study	Where services are found to be limited in Public Service Areas
4.4.2.1	Hydrogeological analysis; Registration of each phase (no more than 40 lots)	Subdivision

See Section	Studies/Assessment Required	Where Required
	supported by a servicing study; Well inspection report as condition of approval	
4.4.2.1	Terrain analysis; Registration of each phase (no more than 40 lots) supported by a servicing study	Subdivision
4.4.2.2	Demonstrate in accordance with City guidelines that the site can be adequately serviced with private services; Well inspection report as condition of approval	Severance
4.4.2.4	Hydrogeological and terrain analysis; Responsibility agreement with the City; Wellhead protection plan	Institutions such as schools, seniors homes

4.4.1 Servicing in Public Service Area

Development in Public Service Areas is primarily on the basis of public services, with exceptions described in Section 2.3.2. When reviewing development applications, the City will require an assessment of the adequacy of public services to support the development.

Policy

1. The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services. Where services are found to be limited, the proponent will be required to submit a water, wastewater and stormwater impact study detailing how public services will be provided to support the development. The study will:
 - a) Determine the extent to which the area will support development without further, unplanned upgrading of the networks in addition to the assessment of specific network improvements;
 - b) Determine the method and means by which the area as well as adjacent areas can best be serviced by the networks, taking into consideration the City's functional planning guidelines;
 - c) Identify specific network improvements deemed necessary and timing or staging of such improvements;
 - d) Assess any social, economic and physical environmental impact on the local neighbourhood and adjacent areas resulting from anticipated network improvements;
 - e) Take into account the effect of known development potential of other lands, which will utilize the networks;
 - f) Indicate the proposed location for connection to central services, if more than one option exists.

4.4.2 Private Water and Wastewater Servicing

Some parts of the rural area are subject to the policies of Section 4.4.1 above and Section 2.3.2 because they have public systems. However, new development in the City's rural area will occur primarily on the basis of private individual services. Private individual services will mean a privately-owned and maintained well-water supply and a privately-owned and privately-maintained wastewater disposal system that services the development on the lot upon which they are located and which will remain under one ownership.

Where new lots are created on the basis of private individual services, either by plan of subdivision or by severance, in accordance with Section 3.7, the City will require sufficient information with the development application to assess the likelihood that:

- Sufficient quantity of groundwater exists on site to service the development;
- A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;
- The quality of the groundwater is acceptable;
- The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties.

Requirements for private services in Public Service Areas, where no public services exist, are described in Section 2.3.2.

4.4.2.1 Subdivision

Policies

1. Where a plan of subdivision is proposed on private individual services, a servicing study of sufficient detail to establish evidence of site suitability will be required. The study must include and integrate the hydrogeological analysis required to confirm sustainability of the water supply with terrain analysis, and an impact assessment of nitrates on the groundwater, required to confirm sustainability of wastewater disposal. The study will also be of sufficient magnitude to consider the impact of the proposal on the operation of existing wells and septic systems in the vicinity.
2. Applications for subdivision on private individual services that exceed 40 lots will not be approved for registration unless it is broken into discreet phases of no more than 40 lots. In such cases, a servicing review study of the operation of a reasonable number of wells and wastewater disposal systems in the first phase is required prior to the registration of each subsequent phase. The servicing review study will confirm whether continued development is appropriate and identify any additional requirements.
3. As a condition of approval, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit process.

4.4.2.2 Severances

Policies

1. Prior to the approval of a severance, the proponent must demonstrate, in accordance with City guidelines, that the site can be adequately serviced with private services.
2. In certain circumstances, where concerns are identified, the City may require the proponent to drill a well and undertake hydrogeological testing, prior to the approval of the severance.
3. As a condition of approval, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit process.

4.4.2.3 Development of Two to Five Units on Shared Water or Wastewater Systems

Policy

1. Development of two to five units on the basis of shared water and/or wastewater systems will only be permitted where:
 - a) The property, including the units, is in single ownership;
 - b) All of the requirements in the policies above in this section for private individual services have been met.

4.4.2.4 Small Water and Wastewater Works

Policies

1. Small water and wastewater works are owned, operated and managed by a single owner, for a single building, through an agreement with the City.
2. Small water and wastewater works will only be considered for institutions such as schools and seniors' homes and only if an agreement is entered into between the City and the proponent that contains, but is not limited to, the following:
 - a) A detailed description of the design criteria that meets City standards;
 - b) The monitoring, operation and maintenance requirements;
 - c) The complete financial plan, which provides assurance in the form of a letter of credit or equivalent, equal to the operating and capital reserve fund for the system;
 - d) Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal. A wellhead protection plan in accordance with the City's terms of reference may be required;
 - e) Identify the risk and mitigation necessary to protect the water supply.

4.5 Housing

The strategic affordable housing policies outlined in Section 2.5.2 of the Plan must be adhered to in the review of development applications. The policies in this subsection are designed to maintain existing housing stock in the city.

Policies

1. The conversion of rental housing with five or more rental units to condominium ownership or to freehold ownership as a result of applications such as, but not limited to, applications for severance of properties, is premature and not in the public interest unless the following two criteria are satisfied:
 - a) The rental vacancy rate by dwelling/structure type for the City of Ottawa as defined and reported yearly through the Canada Mortgage and Housing Corporation (CMHC) Rental Housing Market Survey has been at or above 3 per cent for the preceding two-year reporting period;
 - b) The existing market rents of the units proposed for conversion are at or above the average market rent levels for the corresponding CMHC survey zone in the City of Ottawa, as reported yearly by the CMHC Survey for rental units of a similar dwelling/structure and bedroom type.
2. The City shall notify tenants in units approved for a conversion of their rights under the Provincial *Tenant Protection Act* or any successor legislation.
3. Heritage buildings individually designated under Part IV of the Ontario *Heritage Act* and Category 1 and 2 buildings designated under Part V of the Act, which contain rental units, are exempt from the rental conversion policy.
4. The maintenance and rehabilitation of the existing housing stock will be ensured through enforcement of the property standards by-law and support for residential rehabilitation assistance programs.
5. Applications for demolition of housing units will not be supported unless replacement units are provided.

4.6 Cultural Heritage Resources

Heritage resources may include the following: heritage buildings, structures, and sites; archaeological resources; rural and urban cultural heritage landscapes; areas and environments that include river corridors; Scenic-Entry Routes and Major Recreational Pathways. The table below indicates where studies/assessments regarding heritage resources may be required to assess a development application.

See Section	Studies/Assessment Required	Where Required
4.6.1	Cultural heritage impact statement	Any designated heritage resource or building within a Heritage Conservation District
4.6.1	Demonstrate that the proposal is compatible with the heritage resource	All planning applications adjacent to a designated or undesignated heritage resource

See Section	Studies/Assessment Required	Where Required
4.6.2	Archaeological resource assessment	Areas with archaeological resource potential
4.6.3	Some land uses restricted; Require land dedication at waterfront	River corridors- all major rivers and streams
4.6.3	Cultural heritage impact statement	Rideau River and Canal
4.6.4	Design criteria	Scenic-Entry Routes designated on Schedules I & J
4.6.5	Assess potential for connections	Major Recreational Pathways designated on Schedule I & J

4.6.1 Heritage Buildings and Areas

Heritage buildings and areas are buildings, structures, sites, landscapes, areas or environments which may have cultural, architectural, historical, contextual and/or natural interest, and which may warrant designation under the Ontario *Heritage Act*, and/or may warrant other means of cultural heritage recognition by the federal government.

Policies

1. Where a structure designated under the *Heritage Act* is to be altered, partially demolished, demolished or relocated, the approval of City Council, after consultation with its Local Architectural Conservation Advisory Committee (LACAC), is required. The City will require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following, in accordance with the policies in this subsection:
 - a) Describe the positive and adverse impacts on the heritage resource that may reasonably be expected to result from the proposed development;
 - b) Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;
 - c) Demonstrate that the proposal will not adversely impact the cultural heritage value of the property, Heritage Conservation District, and or its streetscape/neighbourhood.
2. Where an alteration or addition to a building located in Heritage Conservation District is proposed, or new construction in a Heritage Conservation District is proposed, the applicant will consult the heritage conservation district study of that district for design guidance.
3. Where relocation is proposed of a structure designated under the *Heritage Act*, the City will require that the cultural heritage impact statement demonstrate that relocation is the only way to conserve the resource. The City may consider the option 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.

4. Where an owner of a designated heritage property applies for approval to demolish, the City will require that the cultural heritage impact statement demonstrate that rehabilitation and reuse of the property is not viable. The City may consider acquisition of the property where it determines that it is in the public interest to do so, and the property is considered to be of sufficient cultural heritage value to the community.
5. Where a designated heritage property is approved for demolition or significant alteration, the City will require that the property be thoroughly documented for archival purposes at the expense of the applicant prior to demolition or alteration in accordance with accepted heritage recording guidelines, for deposit in the City of Ottawa archives.
6. The City may permit the transfer of density potential from one site to another to facilitate the retention of particular heritage resources in those areas which have an established floor space index under the zoning by-law, subject to:
 - a) A concurrent, equivalent down-zoning 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;
 - c) Where a density transfer is to take place in the central business district of the Central Area, conformity will be required with policies regarding building heights and the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as referred to in Section 3.6.6.
7. When reviewing applications for zoning amendments, site plan control approval, demolition control, cash-in-lieu of parking, minor variance, or the provision of utilities affecting lands/properties adjacent to a designated heritage resource, the City will ensure that the proposal is compatible by:
 - a) Respecting the massing, profile and character of adjacent heritage buildings;
 - b) Approximating the width of nearby heritage buildings when constructing new buildings facing the street;
 - c) Approximating the established setback pattern on the street;
 - d) Being physically oriented to the street in a similar fashion to existing heritage buildings;
 - e) Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;
 - f) Having minimal impact on the heritage qualities of the street as a public place in heritage areas;
 - g) Minimizing the loss of landscaped open space;
 - h) Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas;
 - i) Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.
8. Where development is proposed adjacent to a building site on the Heritage Reference List (but not designated under the *Heritage Act*) the applicant shall demonstrate the proposal's compatibility with that heritage resource and its streetscape.

9. In undertaking its public works, the City will provide for the conservation of heritage buildings and areas in accordance with these policies.

4.6.2 Archaeological Resources

Archaeological resources are the remains of any building, structure, activity, place, or cultural feature or object, which, because of the passage of time, are on or below the surface of land or water and are of significance to the understanding of the history of a people or place. The City has undertaken an *Archaeological Resource Potential Mapping Study* and the results of the study form the basis for determining the archaeological potential.

Policies

1. Where development is proposed on land where archaeological potential exists, as identified on the City of Ottawa map, *Areas of Archaeological Potential*, the City will require an archaeological resource assessment to be conducted by an archaeologist licensed under the Ontario *Heritage Act*, as a condition of development approval. The archaeological resource assessment report will:
 - a) Be provided by the developer to the City and submitted to the Ministry of Culture;
 - b) Carried out to the satisfaction of the Ministry of Culture and communicated to the City;
 - c) Include conservation-related recommendations, such as documentation, removal and/or preservation *in situ* for heritage integrity purposes, if significant archaeological resources are discovered on a subject property;
 - d) Ensure that a plan for protection or salvage of any significant archaeological site(s) found during the course of the assessment is implemented prior to any disturbance of the land.
2. When reviewing plans of subdivision and condominium, site-specific Official plan amendments and site plans involving large parcels of undisturbed land, the City will determine whether any portion of a proposal has the potential for the discovery of archaeological resources. The City's *Archaeological Resource Potential Mapping Study* will form the basis for determining the archaeological potential.
3. When reviewing consent and lifting of part lot control applications, the City will consider that archaeological potential exists only when the application would:
 - a) Contain or directly affect a registered archaeological site, or directly affect a federal, provincial or municipal historic landmark, monument or designated property; or
 - b) Lead to impacts (any soil disturbance) upon undisturbed lands (woodlot, pasture ploughed land) that are located within 100 metres of the top of bank of the Ottawa, Rideau, Carp, Mississippi or Jock Rivers when two or more new building lots are created.
4. When a consent or a lifting of part lot control application proposes to sever existing units, there is no requirement for an archaeological resource assessment.
5. 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, an archaeological resource assessment will not be required as part of the development review process. However, if archaeological resources are discovered during the course of construction in the City's historic core area, the site must be protected from further disturbance until a licensed archaeologist

has completed an archaeological resource assessment and any necessary mitigation has been completed. The City will develop information to assist developers, contractors and on-site workers in the recognition and reporting of potential archaeological resources discovered during the course of construction.

6. Where marked and unmarked cemeteries and burial places are encountered during assessment or any excavation activity, the provisions of the *Cemeteries Act* and its regulations will apply.
7. In undertaking public works, the City will conserve archaeological resources in accordance with these policies.

4.6.3 River Corridors

Ottawa's defining natural features are its rivers. The Ottawa and Rideau Rivers and their tributaries have historically determined the location of communities and continue to define their boundaries. In the past, the Ottawa River served as the principal highway into the Canadian Shield for aboriginal people, explorers, loggers and settlers. Its cultural heritage, natural environment resources and recreational opportunities contribute to the tourism potential of the communities along its shore.

The Rideau River and Canal is a national historic site and a Canadian Heritage River. Its value lies in the combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes, which together constitute a cultural heritage resource of outstanding national significance. Parks Canada owns the bed of the Rideau Canal and land at lock stations along the canal.

The City will ensure that the shoreline of the Ottawa River, Rideau River and Canal, and other shorelines in the city remain accessible and that the river landscapes, which include farms and wooded areas, are maintained and improved, in terms of their cultural heritage, scenic quality, and recreation and economic benefits. The natural environment functions of rivers and streams are protected through provisions elsewhere in this Plan for planning on a watershed basis, environmentally-sensitive development practices, and other measures.

Policies

1. The City will conserve the natural environment, cultural heritage, scenic qualities, and recreational potential of the Ottawa River, Rideau River and Canal by:
 - a) Reviewing development applications adjacent to these rivers to ensure that the visual quality of the waterway and view from the waterway, as well as natural and cultural features, are evaluated. In this respect, a cultural heritage impact statement, as described in Section 4.6.1, will be required for any development application adjacent to the Rideau River and Canal, which will be reviewed in consultation with Parks Canada and the National Capital Commission;
 - b) Requiring an assessment of the potential impact of the development on boating safety in parts of the Rideau Canal experiencing boating congestion and other impediments to safe navigation; and on the aquatic environment where significant aquatic natural features are known to exist. The study will be reviewed in consultation with Parks Canada;
 - c) Prohibiting pits and quarries along the Ottawa and Rideau Rivers;

- d) Prohibiting land uses that require outside storage or large paved areas or that produce noise, fumes and dust.
2. For plans of subdivision abutting the shoreline, the City will secure public access along the shoreline of all waterways in the urban area and Villages, unless there are compelling reasons not to do so. This will be accomplished by requiring that land dedicated for public purposes be located at the shoreline or adjacent to environmental constraints. The dedicated lands should be accessible from a public road.
3. In addition, the City will use such measures as public acquisition, conservation easements or other appropriate means to secure public access to the shoreline where there is agreement of the property owner.

4.6.4 Scenic-Entry Routes

Scenic-Entry Routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. Some of them follow historic routes, while others follow rivers and many are attractive to cyclists and pedestrians. Scenic-Entry Routes include a variety of roads, such as highways, parkways, arterial roads and local streets. This system of Scenic-Entry Routes is under the jurisdiction of the federal government plus provincial and municipal governments in Ontario and Québec. Most Scenic-Entry Routes can be enjoyed by a variety of modes, including bus, bicycle, and in many areas of the network in the urban area and Villages, foot. Many Scenic-Entry Routes, such as Riverside Drive or the Ottawa River Parkway, contribute to the continuity of the Greenspace Network through the design of their corridors. Key Scenic-Entry Routes are also the principal roads used by visitors and business travellers arriving in Ottawa and the National Capital Region. Signage along these roads must orient travellers and provide direction to the City's attractions, while the overall pattern of development along the routes must create a favourable first impression of Ottawa.

Policies

1. Scenic-Entry Routes are designated on Schedules I and J.
2. Guidelines for Scenic-Entry Routes that elaborate on the more general *Arterial Road Corridor Design Guidelines*, as updated from time to time, will be developed and implemented by the City. While respecting the primary function of the road, the guidelines will promote:
 - a) The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
 - b) Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
 - c) The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
 - d) Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;
 - e) Any other items determined by the City.

3. Until such time as the guidelines for Scenic-Entry Routes are prepared, development applications adjacent to these routes will be assessed against the criteria listed above, in addition to other requirements of this Plan.

4.6.5 Major Recreational Pathways

Major Recreational Pathways provide a primarily off-road network for pedestrians and cyclists in green and open settings/corridors. In the rural area, they may be on-road or within their own or shared off-road corridors. The pathways are part of the Greenspace Network and provide connections among communities and major tourism, cultural heritage and greenspace features. The plans and design standards for Major Recreational Pathways are based on municipal plans and the 1994 study, *Integrated Network of Recreational Pathways for the National Capital Region*, which is updated periodically. Many pathways are owned and maintained by the National Capital Commission.

Policies

1. Major Recreational Pathways are designated on Schedules I and J. The system shown on the schedules is conceptual and the location of pathways may be refined without amendment to this Plan as a result of further study by the City or through the provisions of a development agreement, provided that continuity is maintained within the system, that destinations within the system continue to be connected, and the same general area is served.
2. When reviewing development applications for non-agricultural uses in or adjacent to Major Recreational Pathways, the City will ensure that the continuity of the Major Recreational Pathway system is maintained and connections to the pathways are provided where there are opportunities.
3. In undertaking public works, the City will seek opportunities to construct Major Recreational Pathways and connections to them.

4.7 Environmental Protection

Land can be developed in ways that support natural features and functions on individual sites and across large new development areas. The development requirements in this subsection serve the following objectives in the rural and urban areas:

- Increasing forest cover across the city;
- Maintaining and improving water quality;
- Maintaining base flows and reducing peak flows in surface water;
- Protecting and improving the habitat for fish and wildlife in stream corridors;
- Protecting springs, recharge areas, headwater wetlands and other hydrological areas;
- Managing resources by using low-maintenance, natural solutions.

The development review requirements in this section are based on design with nature principles. Development sites have natural characteristics (vegetation, topography, watercourses) and related functions, which must play a fundamental role in site design. Sensitive environmental design can result in increased protection for the environment and wildlife, and more effective greenspace provisions for

residents. It can also lead to less energy-intensive solutions as natural approaches to stormwater management or heating and cooling in buildings reduce the need for expensive and energy consumptive infrastructure.

Design components will be considered as basic inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern. This process will be implemented through application of the integrated environmental review process described below and through a number of specific policies in Sections 3.2, 4.2, 4.6 and 4.7, including those related to tree saving, slope protection, environmental impact statements, watercourse setbacks, and landform protection. All development applications will indicate the location of treed areas, watercourses, poorly drained and wetland areas, rock outcrops, and significant changes in elevation.

The table on the following page indicates where studies/assessments may be required, depending on characteristics of the site, to assess a development application.

See Section	Studies/Assessment Required	Where Required
4.7.1	Integrated environmental review to assess development applications	Summary of all environmental studies/assessments submitted with development application
4.7.2	Tree retention and planting	All plans of subdivision and site plans
4.7.2	Demonstrate no impact on the natural features or on the ecological function for which the area is identified	On lands adjacent to significant portions of the habitat of endangered and threatened species
4.7.3	Demonstrate no negative impact; If there is impact – review by Department of Fisheries and Oceans	On or adjacent to fish habitat
4.7.3	Erosion and sediment control plan	All development proposals
4.7.3	Determine appropriate setback from rivers, lakes and streams	Development proposals adjacent to rivers lakes and streams
4.7.5	Hydrogeology/terrain analysis	Subdivisions based on private services
4.7.5	Groundwater impact assessment	Groundwater resources areas (to be defined in future studies)
4.7.5	Wellhead protection study	Wellhead Protection Area designated on Schedule K
4.7.6	Stormwater site management plans	Site plan and subdivision and zoning amendment applications
4.7.7	Assessment of landscape feature	Geomorphic, Geological and Landform feature (designated on Schedule K); Features (e.g. ANSI) identified in other studies

4.7.1 Integrated Environmental Review to Assess Development Applications

A comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design and subdivision planning, as well as planning for the larger areas subject to community design plans. The integrated environmental review process is designed to

ensure that significant findings from support studies (e.g., tree preservation and protection plans, environmental impact statements, stormwater site management plans, Phase 1 Environmental Site Assessment, and federal or provincial environmental assessments documents where applicable) are integrated and assessed as a complete package, that development design complies with the environmental policies contained in Section 4, and that the principles of design with nature have been applied.

Policies

1. Subdivisions, and major site plans and major rezoning applications, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.
2. The integrated environmental review statement will provide:
 - a) A brief overview of the results of individual technical studies and other relevant environmental background material;
 - b) A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
 - c) A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
 - d) A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
 - e) An indication that the statement has been reviewed and concurred with by the individual subconsultants involved in the design team and technical studies.

4.7.2 Protection of Vegetation Cover

Preserving vegetation on sites subject to development not only contributes to the urban and rural forest and the overall environmental health of the area, but also helps improve the visual appeal of newly developed areas. However, development proposals may necessitate removal of existing vegetative cover in some instances. Through the following policies, development proposals will be required to preserve vegetative cover to the greatest extent possible or replace it where removal cannot be avoided.

Policies

1. In order to support the Official Plan objective for 30% tree cover, applications for subdivision or site plan approval will be supported by a tree preservation and protection plan and a landscape planting plan. The plans will:
 - a) Retain as much natural vegetation as possible, especially along watercourses, on steep slopes, in valued woodlots and in areas linking green spaces, with a particular emphasis on high quality or rare vegetative communities;

- b) Determine which stands of trees or individual trees warrant retention based on a preliminary assessment;
 - c) For those trees or stands of trees being retained, outline measures for their protection during construction and over the long term;
 - d) Describe the area and nature of tree loss and compensation measures proposed;
 - e) Indicate tree planting or vegetative cover required to provide protection for stream courses or steep slopes;
 - f) Investigate the appropriateness of the use of native species in tree planting strategies;
 - g) Provide a reference document for future residents on the importance and care of trees on their property;
 - h) Where there is substantial alteration of the natural vegetation cover on the site, the impact on fauna or rare species during and after construction will be considered and mitigation measures proposed.
2. The requirements of the tree preservation and protection plan and a landscape planting plan may be amended upon completion of the forest strategy as described in Section 2.4.5. In particular, where forest loss occurs as a result of development, it will be offset by plantings and compensation elsewhere on the property, or through contributions to the forest enhancement program, which may include compensation on alternate sites, owned by the applicant or the City. The forest enhancement program will be implemented through guidelines to manage and protect forests.
 3. The City will promote the use of native species in public projects and private tree planting and land conservation wherever appropriate.
 4. On-site and adjacent natural features/functions will be protected and enhanced by incorporating them into public open spaces and recreational pathways.
 5. Streetscapes will be designed to include the provision of trees.

4.7.3 Erosion Prevention and Protection of Surface Water

Protecting stream corridors and the surface water environment serves the dual purpose of preserving and enhancing the environmental quality of stream and river corridors and their aquatic habitat, as well as reducing risks from hazards associated with watercourses. Ensuring that development is set back an appropriate distance from watercourses helps serve these purposes by ensuring a healthy, natural riparian zone and providing a margin of safety from hazards associated with flooding and unstable slopes.

Policies

1. Setbacks from rivers, lakes, streams and other watercourses will be the greater of the following considerations:
 - a) Development limits as established by the regulatory floodline (see Section 4.8.1);
 - b) Development limits as established by stable slope lines (see Section 4.8.3);
 - c) Development limits required to accommodate natural meander belts as defined through subwatershed plans or environmental management plans (see Section 2.4.3);

- d) Application of the minimum setback standards as described in policies 2 through 5 of this subsection;
 - e) No development or site alteration is permitted within a minimum setback of 30 metres from the normal high water mark of rivers, lakes and streams, as determined in consultation with the appropriate Conservation Authority, or, where there is a defined bank, 15 metres from the top of the bank, whichever is greater.
2. Development is defined as the creation of a new lot or the construction of buildings and structures requiring approval under the *Planning Act*. Development does not include activities that create or maintain infrastructure within the requirements of the environmental assessment process or works subject to the *Drainage Act*.
 3. Site alteration is defined as activities, such as fill, grading and excavation, that would change the landform and natural vegetative characteristics of a site.
 4. Exceptions to the required setback will be considered in situations where:
 - a) Specific measures for setbacks are provided in approved watershed, subwatershed or environmental management plans; or
 - b) Land alteration is necessary for environmental restoration or enhancement subject to approval by the City and the Conservation Authority; or
 - c) On existing lots where, due to the historical development in the area, it is unreasonable to demand or 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. Any exception to the standard setback will only be considered in conjunction with the advice of the appropriate Conservation Authority as per policy 5 of this subsection.
 5. Where an exception to the setback is permitted, the alternate setback will be defined in consultation with the appropriate Conservation Authority and with reference to the following:
 - a) Slope of the bank and geotechnical considerations related to unstable slopes;
 - b) Natural vegetation and the nature of the setback area;
 - c) The nature of the abutting water body, including the presence of a flood plan;
 - d) The need to demonstrate that there will be no negative impacts on adjacent fish habitat.
 6. Vegetative cover using native species, where appropriate, within setback areas will be established and enhanced through conditions of development approval, and through stewardship and management programs as recommended in watershed, subwatershed and environmental management plans.
 7. An erosion and sediment control plan will be provided that shows how erosion on the site will be minimized during construction through application of established standards and procedures. Measures to maintain vegetative cover along the slope during and after construction will be addressed.
 8. Natural watercourses should be maintained in their natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with an approved subwatershed plan, environmental management plan or a stormwater site management plan or, in the case of public projects, through a Class Environmental Assessment, watercourse alterations must follow natural channel design. Watercourse alterations must also meet any other applicable provincial and federal regulations, as amended from time to time, such as the *Lakes and Rivers Improvement Act*, *Public*

Lands Act and *Fisheries Act* and may require written approval from the appropriate Conservation Authority under the Fill, Construction and Alteration to Waterways regulations.

9. Development applications near or adjacent to water bodies that provide fish habitat will be required to demonstrate that the proposed development will not generally alter, disrupt or destroy fish habitat and will respect the *Fisheries Act* policy requiring that development will result in no net loss of productive capacity. Fish habitat is defined as those areas on which fish depend directly or indirectly to carry out their life processes. Fish habitat includes spawning grounds, nursery and rearing areas, areas that supply food, and features that allow migration. In the event that a negative impact is unavoidable, the proposal must be reviewed and authorized by the federal Department of Fisheries and Oceans, or its designate, which may or may not, under the federal *Fisheries Act*, authorize the work depending on development circumstances and type of habitat.
10. In support of the policies of this Plan, the City will:
 - a) Support initiatives of the Ministry of Agriculture, Food and Rural Affairs, other provincial ministries, farming organizations, Conservation Authorities and others, which encourage sound agricultural land management and soil conservation practices and other measures that minimize or eliminate the amount of pesticides, nutrients, silt and other contaminants that can enter the ground and surface water systems of Ottawa;
 - b) Investigate means to control land alteration in significant wetlands and natural areas, and the removal of top soil and peat extraction, by applying the provisions of the *Conservation Authority Act*, or the *Municipal Act* as amended from time to time, in partnership with the Conservation Authorities;
 - c) When reviewing its own practices, serve as a model and ensure that the development of its properties and the provision of its infrastructure take advantage of opportunities to design with nature;
 - d) Initiate an annual recognition program to recognize innovative projects that design with nature.

4.7.4 Protection of Endangered Species

Endangered and threatened species are those species either listed under the regulations of the Ontario *Endangered Species Act* or are considered by the provincial government to be at risk of becoming endangered through all or a portion of its Ontario range. The habitat of these species is identified and protected by the Ministry of Natural Resources. Wildlife habitat generally is protected through environmental designations in this Plan.

Policy

1. Notwithstanding any policies elsewhere in this Plan, no development or site alteration will be permitted in significant portions of the habitat of endangered and threatened species, as identified by the Ministry of Natural Resources. Development and site alterations on lands adjacent to the significant portions of the habitat of endangered and threatened species may be considered if it has been demonstrated that there will be no negative impact on the natural features or on the ecological functions for which the area is identified.

4.7.5 Protection of Groundwater Resources

In order to safeguard the integrity of groundwater resources, the City will ensure that new development can be accommodated within the system without affecting supplies available to other users.

Policies

1. When reviewing development applications, the City will consider the potential for impact on groundwater resources. A groundwater impact assessment may be required where the City has identified that the lands play a role in the management of the groundwater resource or the need is indicated in other available information such as subwatershed plans or local knowledge.
2. Where wellhead protection areas have been identified, the policies in Section 4.8.2 will apply.

4.7.6 Stormwater Management

The City's commitment to plan on a watershed and subwatershed basis is outlined in Section 2.4.3. The City will implement the recommendations of the watershed, subwatershed and environmental management plans through the implementation mechanisms of this Plan or other appropriate mechanisms. In reviewing applications, the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans.

Policies

1. A stormwater site management plan will be required to support subdivision and site-plan applications.
2. Stormwater site management plans will be prepared in accordance with the guidance set out in a subwatershed or watershed plans (see Section 2.4.3). Generally, stormwater site management plans will include details on subdivision management, specific best management practices for stormwater, erosion and sediment control, and details for enhancement and rehabilitation of natural features. Where no subwatershed plan or environmental management plan exists, the City will review stormwater site management plans to ensure that:
 - a) Watercourse flows are not altered in a way that would increase the risk of downstream flooding or channel erosion;
 - b) Base flow in the watercourse is not reduced;
 - c) The quality of water that supports aquatic life and fish habitat is not adversely affected;
 - d) The quality of water that supports water-based recreational uses is not affected;
 - e) Natural habitat linkages that are located in or traverse the site are maintained or enhanced;
 - f) Groundwater is not negatively impacted;
 - g) Any other impacts on the existing infrastructure or natural environment are addressed in a manner consistent with established standards and procedures;
 - h) Objectives related to the optimization of wet weather infrastructure management are realized.

4.7.7 Landform Features

Landform features may include geomorphic, geological and other landform features that are distinctive to Ottawa. Many of these features, such as Hog's Back Falls, are identified as Earth Science Areas of Natural and Scientific Interest (ANSI), and in a 1974 study *Geological Sites and Features in the Regional Municipality of Ottawa-Carleton*, undertaken in partnership with the Ministry of Natural Resources. Geomorphic, Geological and Landform Features are shown on Schedule K. Preservation of distinctive landform features has been a long-standing municipal objective. The escarpments in the Orléans and Cumberland areas are major area landmarks, which have been preserved from quarrying and development.

Policies

1. When reviewing development proposals or when designing or reviewing public works, the City will ensure that the educational, scientific and landscape value of the Geomorphic, Geological and Landform Features, as shown on Scheduled K, will not be impaired. Only permitted development that is sympathetic to the unique characteristic of the resource, its setting and its interpretation value will be considered.
2. The City will encourage the protection of other significant landform features, such as rock outcrops, escarpments, knolls, valley or other features identified in such studies as provincial ANSI studies, or municipal subwatershed studies and community design plans.
3. When considering subdivision or site plan applications, the City will ensure the protection of landform features by encouraging owners or developers to implement such measures as:
 - a) Selective grading to minimize topographic change;
 - b) Orienting buildings and roads parallel to topographic contours;
 - c) Setting back development from the bottom and top of steep slopes;
 - d) Flexible setbacks;
 - e) Providing flexibility for road layouts and right-of-way requirements.

4.7.8 Environmental Impact Statement

In the City of Ottawa, Environmental Impact Statements will be used to assess development adjacent to, or in some cases, within areas designated Natural Environment Area, Significant Wetlands South and East of the Canadian Shield, Urban Natural Features, and Rural Natural Features. These statements will be reviewed and assessed by the City or delegated authority as a component of the development review process.

Policies

1. There are different types of Environmental Impact Statements:
 - a) Comprehensive impact statements in support of large-scale planning studies, such as watershed studies. They are generally completed by the municipality or other public agency;

- b) Full site-impact statements to assess the effects of large-scale development proposals, such as a subdivision proposal. They are prepared by a qualified professional with expertise in assessing impacts on the natural environment, but reviewed and approved by the municipality;
 - c) Impact statements for lands adjacent to Urban Natural Features where the emphasis will be on managing the interface or transition zone between urban developments and natural features in an urban context. This would include such concerns as surface drainage adjacent to the feature; natural infiltration and soft edges adjacent to features such as wetlands, wet meadows and moist forests; protection of woodland edges (drip-line setbacks, soil compaction, removal and stock-piling); and management of access and other potential issues related to uses along the edge of the feature;
 - d) Scoped site-impact statements to assess the potential impacts of smaller development proposals, such as single-lot severances, where impacts would be minor. A scoped impact study can be as simple as a checklist of matters to be addressed as part of the application process, and can be completed by the applicant. Scoped site-impact studies may also be appropriate to address the potential impacts of larger proposals if more detailed studies, such as a comprehensive impact study, are available.
2. Environmental Impact Statements will include:
- a) A map drawn to scale identifying the location and extent of the feature, a description of the environmental values within the environmental feature or designation which could potentially be adversely affected by the proposed development, a description of the terrain/topography, vegetative cover and types, soil type and depth, and surface water movement patterns;
 - b) A description of the proposed development;
 - c) A description of the impacts on the environmental feature that might reasonably be expected to result from the proposed development;
 - d) A description of the actions that may be reasonably required to prevent, change, minimize or mitigate impacts on the environmental feature as a result of the proposed development, including the identification of opportunities for ecological restoration, enhancement and long-term conservation of the feature;
 - e) A description of the flora and fauna present on the site and how the development may impact on the flora and fauna within the site or natural feature and proposed mitigation measures to be taken during and after construction;
 - f) An evaluation of the cumulative effects that the proposed development (in light of other known projects or activities in the area) may have following mitigation measures on the natural features and ecological functions identified in the area;
 - g) A professional opinion on whether negative effects on the natural features and ecological functions will occur, and the significance of these impacts in the context of the evaluation of the natural area (i.e., the natural features and functions for which the area was originally identified as significant and the residual impact of the proposed development on the general significance rating of the larger natural area);
 - h) Identification of monitoring needs and recognition of parties to be responsible for assessing and reporting on these needs over a prescribed period of time.

4.8 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. These hazards include contaminated sites, mine hazards, and land affected by noise. This Plan includes measures to protect people and new development from the impacts of these natural and human-made conditions. Lands impacted by these environmental conditions or constraints are identified on various schedules of this Plan. Some conditions, such as noise, may have impacts beyond the site and this Plan includes provisions designed to reduce off-site impacts as much as possible. In other cases, it is necessary to buffer specific land uses, such as airports and the transitway, which generate noise or vibration, from incompatible development on adjacent land in order to maintain the function of these areas.

Consideration will be given both to the site of a specific development proposal and other areas affected by the constraint when reviewing applications. The following table provides a summary of the studies/assessments required to assess a development application for sites that may be affected by development constraints.

See Section	Studies/ Assessment Required	Where Required
4.8.1	Review criteria	Flood plains designated on Schedule K
4.8.2	Protection of aquifer	Wellhead protection area designated on Schedule K
4.8.3	Geotechnical study	Everywhere to demonstrate the soils are suitable for development
4.8.3	Engineering study	Unstable soils or bedrock designated on Schedule K
4.8.5	Phase 1 ESA	On site; Within 500 metres of a existing or former landfill site
4.8.6	Evaluation safety hazard	On or adjacent to mine hazards and abandoned pits and quarries
4.8.7	Noise control study; Airport zoning requirements	Ottawa Airport Operating Influence Zone designated on Schedule K
4.8.8	Noise study; Vibration study	Within 300 metres of a railway ROW Within 75 metres of a railway ROW
4.8.8	Noise control feasibility study	250 metres from a highway, 100 metres from arterial or collector roadway or rapid-transit ROW
4.8.8	Noise study	Adjacent to an existing or proposed stationary noise source

4.8.1 Flood Plains

A flood plain is the area adjoining a watercourse that has been or may be covered by floodwater generated by severe storms or rainfall and snowmelt in combination. For the purpose of this Plan, the flood plain is the area covered by water in the event of a 100-year flood.

This Plan contains policies to minimize the threat of injury, loss of life, property damage, and economic and social disruptions caused by flooding. The Plan will permit safe, compatible development in the reduced-risk parts of the flood plain, provided there are no adverse environmental impacts and the proposal is approved by the appropriate Conservation Authority.

Policies

1. The policies for flood plains apply to those areas designated on Schedule K as well as areas where flood plains exist but are not mapped by Conservation Authorities and are not designated.
2. The extent of the flood hazards for the purpose of implementing these policies will be determined by consulting flood plain maps prepared by the Conservation Authorities and, in conjunction with the Conservation Authorities, considering other information such as land surveys and engineering drawings that may be pertinent. In addition, the applicant may be required to provide sufficient information to establish whether the policies of this subsection are met.
3. The City will not permit any building, structure or septic system in a flood plain, regardless of the underlying designation, except:
 - a) In accordance with policies 4, 5 and 6 of this subsection;
 - b) Works and facilities related to flood and erosion control authorized under the *Environmental Assessment Act*;
 - c) Repairs and minor additions to buildings and accessory buildings may be permitted subject to approval of the appropriate Conservation Authority.
4. Where the flood plain is not incorporated into Fill, Construction, and Alteration to Waterways regulations administered by the Conservation Authorities, the City may permit development through a zoning by-law amendment. Such a proposed amendment will be evaluated against the following criteria:
 - a) There is sufficient information accompanying the application to show that the proposed development and its occupants will be protected from the effects of a 100-year flood;
 - b) The hazards can be safely addressed, and the development and site alteration are carried out in accordance with established standards and procedures;
 - c) New hazards are not created and existing hazards are not aggravated;
 - d) No adverse environmental impacts will result;
 - e) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
 - f) The development does not include institutional uses or essential emergency services or the disposal, manufacture, treatment or storage of hazardous substances;
 - g) The proposed development is permitted on Schedules A and B.
5. Where the flood plain is incorporated into Fill, Construction, and Alteration to Waterways regulations administered by the Conservation Authorities, the zoning by-law may permit repairs, minor additions, and new construction, provided that:
 - a) The zoning by-law has been prepared in consultation with the appropriate Conservation Authority and has given consideration to the need to issue a permit under the Development or

- Fill, Construction, and Alteration to Waterways regulations prior to the issuance of a building permit;
- b) The proposed development is permitted on Schedules A and B.
6. The City may request the Conservation Authority or the Ministry of Natural Resources, where no Conservation Authority exists, to give consideration to further defining the flood plain as two distinct zones, the “floodway” and the “flood fringe”. The floodway is defined as that area where development would not be permitted due to depths and velocities of floodwaters. The flood fringe is defined as that area where depths and velocities of floodwater may be safely overcome. Where the two-zone approach is applied, development may be considered in the flood fringe, subject to review and approval by the City and the Conservation Authority.
 7. All new development and infrastructure in the flood plain will be subject to the approval of the appropriate Conservation Authority.
 8. The City will not permit development of uses associated with substances of a chemical, hazardous or toxic nature in the flood plain, and which could pose a threat to public health and safety if damaged as a result of flooding or the failure of flood-proofing measures.
 9. The City will not permit development associated with institutional uses such as hospitals, nursing homes, schools, and childcare facilities that would pose a significant threat to the safety of the inhabitants (e.g., the sick, the elderly, the disabled or the young) if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures within the flood plain.
 10. The City will not permit development in the flood plain associated with essential services, such as police, fire or ambulance stations that must continue to function during a flood emergency, if delivery of such services would be compromised.
 11. The City may permit development in special policy areas. Special policy areas are located within communities that have historically existed in the flood plain where site-specific policies have been approved by the Ministers of Natural Resources and Municipal Affairs and Housing to address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development.

4.8.2 Wellhead Protection

A wellhead protection area is the surface and subsurface area surrounding a well supplying a public water system, through which contaminants are reasonably likely to move forward and reach the well. The City is undertaking studies to define wellhead protection areas at City-owned well sites. The purpose of the studies is to draft policies to protect the municipal water supply from land uses that pose a threat to the quality and quantity of groundwater being extracted from the wells. The studies define the wellhead protection areas, capture zones and recharge zones for each well. Where Wellhead Protection Areas have been identified, they are designated on Schedule K.

Policies

1. The City will undertake a Wellhead Protection Study to be completed in 2003 to define Wellhead Protection Areas at City-owned well sites and to develop policies for their protection.
2. The zoning by-law will restrict land uses that have the potential to cause contamination of the groundwater resource in areas identified on Schedule K as Wellhead Protection Areas.

4.8.3 Unstable Soils or Bedrock

Unstable soils or bedrock could be unsafe or unsuitable for development and site alteration due to natural hazards or risk of damage to the structures built on these soils or bedrock. Unstable soils include organic soils, sensitive marine Leda clays and unstable slopes. Unstable bedrock includes Karst topography. Steep slopes are often associated with unstable soils. Organic soils are identified on soils maps prepared by the Ontario Institute of Pedology. Unstable slopes have been identified in the report, *Slope Stability Study of the Regional Municipality of Ottawa-Carleton*, 1976 (Ontario Misc. Paper MP 68). Areas affected by the environmental constraints of Organic Soils or Unstable Slopes are designated on Schedule K. There are other areas where unstable soils and unstable bedrock may exist but that are not designated on Schedule K. The policies apply in either case.

This Plan contains policies to:

- Minimize the hazard risk from threat of injury and loss of life, property damage and distress caused by unstable soils resulting in foundation stress caused by differential settlement, or slope failure or landslide, and
- Facilitate safe and compatible land uses and development on sites where hazard risk has been minimized.

Policies

1. Applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development.
2. The City will review applications for site plan, plan of subdivision, condominium and consent in areas designated as having unstable soils, or in other areas where there is evidence of unstable soils or unstable bedrock, using the following criteria:
 - a) There is sufficient soils and engineering information (obtained using established standards and procedures) to indicate that, although the site is identified as having unstable soils or unstable bedrock, it is in fact suitable or can be made suitable for development;
 - b) Alterations to the site will not cause adverse environmental effects or aggravate the hazard elsewhere.

4.8.4 Contaminated Sites

Contaminated sites are sites where the environmental condition of the property and the quality of the soil or groundwater, particularly on former industrial and waste-disposal sites, may have the potential for adverse effects to human health or the natural environment.

This Plan supports redevelopment of land. Some land may be contaminated as a result of past or present land uses. This Plan requires that the health risks associated with sites of potential contamination be determined prior to permitting development on these sites. The objective is to facilitate, upon determination of the health and property risks associated with potentially contaminated sites, land uses that are compatible within and/or adjacent to the identified sites.

Policies

1. The City will require all applications for plans of subdivision to be supported by an affidavit from the principal consultant indicating that a Phase 1 Environmental Site Assessment (ESA) has been completed in accordance with Canadian Standards Association Phase 1 Environmental Assessment Standard Z768-01. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site.
2. The City will require all site plans and consent applications to be supported by an affidavit from the principal consultant indicating that a Phase 1 ESA has been completed, where available information, including the City's Historical Land-Use Inventory, indicates a potential for environmental contamination on the property.
3. The City will require a Phase 2 ESA to be undertaken to support applications for sites where the Phase 1 ESA reveals that the site may be contaminated. A Phase 2 ESA provides a sampling and analysis of the property to confirm and delineate the presence of soil or groundwater contamination at the site or confirm the absence of contamination at the site.
4. Prior to approval of subdivision, site-plan and consent applications for sites where the land-use is residential or being proposed to change to a more sensitive use than its previous land use and where available information reveals the site is or may be contaminated or is within 500 metres, or other influence area, of an active landfill site, the applicant will provide a Record of Site Condition in accordance with the Guideline of Use at contaminated sites in Ontario, acknowledged by the Ministry of the Environment, to be completed to the satisfaction of the City, confirming that the site has been made suitable for the proposed use.
5. For instances where contamination extends onto a City right-of way and completion of a Record of Site Condition is not possible, the City will require that an Off-Site Management Agreement and Remedial Action Plan be implemented to the satisfaction of the City prior to issuance of the building permit.
6. The City will require a Record of Site Condition, acknowledged by the Ministry of Environment, to be submitted, to the satisfaction of the City, for development applications on sites where there is a gas station with a licence to operate by the Ministry of Consumer and Corporate Relations. When the site is being redeveloped for the same use, the City will require that a letter of continued use from the Technical Standards and Safety Authority be provided instead of a Record of Site Condition. For instances where contamination extends onto City right-of way, the City will require that an Off-Site

Management Agreement and Remedial Action Plan be implemented to the satisfaction of the City prior to issuance of the building permit.

4.8.5 Former Landfill Sites

Human health and safety may be affected within the area of influence of a former landfill site. The most significant contaminant discharges and visual problems occur normally within 500 metres of the perimeter of the fill area. The actual area of influence will vary for every former site.

The City has commissioned a study to identify former landfill sites in the City of Ottawa. Upon completion of the study, former landfill sites identified will be designated on Schedule K by amendment to this Plan.

Policies

1. No land use may take place within 30 metres of the perimeter of a former landfill site.
2. The City will require land-use proposals including official plan amendment and subdivision and condominium applications within 500 metres of a former landfill site, to be supported by a study to evaluate the presence and impact of any adverse effects or risks to human health and safety and that necessary remedial measures are undertaken when development proposals are within this distance.
3. The study will provide an assessment of:
 - a) Landfill gas in Public Service Areas;
 - b) An assessment of the groundwater quality and an assessment of landfill gas outside of Public Service Areas where groundwater is the source of drinking water.
4. Where previous studies have determined the influence area of the site to be less than 500 metres, the study area can be reduced to coincide with the actual influence area.

4.8.6 Mine Hazards and Abandoned Pits and Quarries

Mine hazards are any feature of a mine defined in the *Mining Act* or any related disturbance of the ground that has not been rehabilitated. These hazards may pose a threat of injury and loss of life if they are not rehabilitated or mitigated. Abandoned pits and quarries are defined as an area of land not previously licensed or permitted under the *Aggregate Resources Act* from which aggregate has been removed, leaving it in a form that is derelict, unproductive or incompatible with the surrounding landscape.

This Plan contains policies that require Mine Hazards and Abandoned Pits and Quarries to be rehabilitated and safety hazards mitigated prior to approving new development in order to prevent the threat of injury and loss of life.

Policies

1. The City will require applicants for site plan, plan of subdivision and consent to indicate that they are satisfied that the previous uses of the property have been assessed and have not identified any former mine sites or abandoned pits and quarries on or adjacent to the site. Any assessment of the property

- will include reference to the Abandoned Pits and Quarries Inventory completed by the Ministry of Natural Resources and information regarding abandoned mine sites documented by the Ministry of Northern Development and Mines.
2. Where a Mine Hazard or Abandoned Pit or Quarry exists, the City will require development applications to be supported by a study that:
 - a) Identifies any potential safety hazard;
 - b) Demonstrates that the site can be rehabilitated to mitigate the known or suspected hazard;
 - c) Establishes procedures for site rehabilitation and mitigation of the safety hazard.
 3. The City will require the procedures for site rehabilitation and mitigation of safety hazards to be under way or completed prior to final approval of applications for site plan, plan of subdivision and consent.

4.8.7 Land-Use Constraints Due to Aircraft Noise

Airports, especially the Ottawa Macdonald-Cartier International Airport, are important to the economic development of the National Capital Region. It is therefore critical to provide a degree of protection to the airport from incompatible development, while at the same time designing new communities, in concert with relevant building standards, which will protect noise-sensitive land uses from the adverse effects of aircraft noise. Noise-sensitive land uses are: residential, institutional, public and recreational in nature. Examples of noise-sensitive land uses include, but are not limited to, campgrounds, hospitals, places of worship, schools, day care facilities, long-term care facilities, libraries, auditoriums and community centres. Hotels and motels are a special type of noise-sensitive land use – they benefit greatly from convenient access to the airport, and patrons tend to have short stays.

Compatibility of land uses to noise levels in the vicinity of airports is achieved through the implementation of federal guidelines using the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) system. This system uses noise contours to graphically display the expected level of annoyance within specific areas around airports. In order to make these noise contours easy to interpret, and to remove the uncertainty associated with the exact site location of the contours, the Ottawa Airport Operating Influence Zone (OAOIZ, a composite of the 30 NEF and NEP contours) and the 25 Line (a composite of the 25 NEF and NEP contours) were developed. These fixed lines follow physical features such as roads, creeks, rail lines, or lot lines where possible. The Ottawa Airport Influence Zone is shown on Schedule K.

It is the City's intent that the economic potential of the Ottawa Macdonald-Cartier International Airport as well as the Carp and Rockcliffe Airports be protected. It is equally the intention of the City to protect, through regard to land-use compatibility, the citizens of the city from adverse impacts of unacceptable levels of noise.

Policies

Aircraft Noise – Ottawa Macdonald-Cartier International Airport

1. Land impacted by Airport Noise is delineated on Schedule K. The City will review all applications for development on land identified as being impacted by airport noise based on the following criteria:
 - a) All airport noise sources are to be accounted for. In addition to airborne aircraft noise, this may include noise produced by aircraft run-ups and taxiing, the reverse thrust noise produced by landing aircraft, and helicopter noise;
 - b) Noise from sources other than the airport are considered and mitigated appropriately. Other sources may include roads, rail lines and industry.
2. Noise-sensitive uses will be permitted between the 25 Line and the Ottawa Airport Operating Influence Zone on Schedule K, given appropriate noise attenuation measures. Applications for development require either:
 - a) A detailed noise control study for all land-use development proposals at or above the 25 Line as a condition of draft approval of subdivisions or condominiums or as a condition of the granting of a severance. The study will assess all noise sources affecting the proposed lands and include details of assessment methods, results and recommendations for noise control measures to meet provincial criteria, as currently outlined in document LU-131, and will be secured by way of agreement with the approval authority; or,
 - b) In lieu of a detailed noise control study, application of the *Prescribed Measures to Address Airport Noise* as amended from time to time. The prescribed measures document only applies to typically built residential tract housing.
3. No noise-sensitive land uses will be permitted between the boundaries of the Ottawa Airport Operating Influence Zone as shown on Schedule K and the 35 NEF/NEP (whichever is more restrictive) except:
 - a) The redevelopment of existing residential or other noise-sensitive land use;
 - b) Infilling of new residential uses;
 - c) Hotels and motels.
4. Notwithstanding policy 3 of this subsection, redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses will only be permitted where the development:
 - a) Does not require the approval of a plan of subdivision or minor variance, or amendment to the zoning by-law or amendment to this Plan;
 - b) Is on a lot existing and fronting on a public road that is maintained year-round, provided that the lot was created under the *Planning Act*, and the use is permitted in the zoning by-law, and is in accordance with all the provisions of this Plan.
5. Notwithstanding policy 3 of this subsection, development of hotels or motels will only be permitted where it can be demonstrated that such land uses are highly desirable in terms of the location and the attributes of the site. A detailed noise analysis, prepared by a professional engineer with experience in environmental acoustics, will identify a full range of noise control measures that will be required to support any development application.

6. For development applications in the Ottawa Airport Operating Influence Zone on Schedule K above the 35 NEF/NEP, no development of residential and other noise-sensitive land uses will be permitted.
7. Proposed developments will comply with the provisions of the Ottawa International Airport Zoning regulations, enacted under the *Aeronautics Act*, regarding the location and height limits to which objects project into airspace in the vicinity of the airport, as well as the acceptability of land uses likely to attract birds and become a potential bird hazard. Current airport zoning regulations can be examined at the local Land Registry Office. Similar provisions will apply for uses surrounding other airports in the city.
8. Proposed developments will comply with the protection requirements of electronic and telecommunications facilities associated with aircraft operations. Protection criteria can be found in Transport Canada manual *TP 1247 – Land-use in the Vicinity of Airports*.

Aircraft Noise – Carp and Rockcliffe Airports

9. No noise-sensitive uses will be permitted within the 30 NEF/NEP contour.
10. Development applications that propose noise-sensitive land uses between the 25 NEF/NEP and the 30 NEF/NEP contour require:
 - a) A detailed noise control study to be prepared as a condition of draft approval of subdivision or condominium or as a condition of the granting of a severance. The study will assess all noise sources affecting the proposed lands and include details of assessment methods, results and recommendations for noise control measures that will be secured by way of agreement with the approval authority; or,
 - b) In lieu of a detailed noise control study, the application of guidelines contained in the City's *Prescribed Measures to Address Airport Noise*.

4.8.8 Road, Rail, Transit Corridor Noise and Noise from Stationary Sources

Noise from roads, rail lines, rapid-transit corridors and stationary sources can affect the quality of life of affected residents. The intent of this Plan is to protect residents from unacceptable levels of noise. Council recommends the following maximum average noise level (Leq) for noise from roads, railways or transitways:

- 58 dBA (decibels on a weighted scale average for 30 minutes i.e. Leq (30 min.)) or less averaged between 7:00 a.m. and 11:00 p.m.;
- 53 dBA (Leq (30 min.)) or less averaged between 11:00 p.m. and 7:00 a.m.

This is considered an acceptable level for outdoor living areas of residential areas and other land uses such as nursing homes, schools, and day care centres. However, noise from major roads, railways and transitways are likely to exceed these levels in urban areas.

Noise is best regulated by measures such as site layout, setbacks or the relative position of the dwelling unit or garages. The extensive use of noise barriers within or adjacent to a community can result in undesirable streetscapes. To improve the quality of the streetscape, communities will be designed as much as possible to provide noise attenuation (where required) through methods other than noise barriers. A reduction in the number of noise barriers will be achieved by locating noise-sensitive uses away from

areas likely to receive more than acceptable noise levels, having commercial and employment uses along busier roads with residential uses behind, or using service roads (also referred to as “single-loaded” roads). Where noise barriers are unavoidable, the visual impact of the barrier shall be mitigated through the use of berms and/or landscaping.

Policies

Rail Noise and Vibration

1. The City will require a detailed noise study for all proposed developments within 300 metres of a railway right-of-way to ensure appropriate noise mitigation, in accordance with the City’s *Noise Control Guidelines*.
2. The City will require a vibration study for all proposed developments within 75 metres of a railway right-of-way.

Road and Rapid-Transit Corridor Noise

3. Where the City builds or widens an arterial, major collector road or rapid-transit facility, as shown on Schedules D, E, F, G, and H, the City will examine the noise impacts of the undertaking and potential noise attenuation requirements in accordance with the City’s *Noise Control Guidelines*.
4. Where new development is proposed within 250 metres of an existing or proposed highway, or 100 metres of an arterial or collector roadway or rapid-transit corridor, the City will require a noise study to be prepared. The noise study shall be prepared in accordance with the City’s *Noise Control Guidelines* and must demonstrate that acceptable noise levels can be achieved without extensive noise barriers unless it is unfeasible to do so. For small-scale infill development, e.g., a new apartment building adjacent to an arterial road within an urban area, higher than normally acceptable noise levels may be unavoidable. In this case, the City will require that the streetscape be maintained and noise barriers will not be permitted unless they can be made to improve the streetscape. The City will require mitigation measures, such as assigning internal courtyards and air-conditioning (window units are not acceptable). Where mitigation measures cannot be provided, the City will require warnings on title, in accordance with the City’s *Noise Control Guidelines*, to advise occupants of the expected noise levels.
5. Where noise-sensitive development exists adjacent to a public road or rapid-transit facility and where the residents of this development raise the issue of noise as a concern, the City will apply the process set out in the City’s *Noise Control Guidelines*.

Noise from Stationary Sources

6. Where noise levels above accepted standards come from stationary sources, such as industry, rail yards (e.g. Walkley Rail Yard) or car washes, the City will apply the Ministry of Environment’s *Environmental Noise Assessment in Land-use Planning Guideline*.
7. If noise attenuation measures are required, noise barriers will only be used where other attenuation methods are not feasible.
8. If noise barriers must be used, the barrier will be designed to complement the streetscape and community design.

4.8.9 Personal Security

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 recreational pathway. The City uses the principles of Crime Prevention Through Environmental Design in its review of development applications to enhance personal security in the design of spaces that are accessible to the public. Crime Prevention Through Environmental Design is based on the philosophy that the physical environment can be designed and managed to reduce the incidence of crime and fear of crime. Also, community safety audits by community associations and other groups are used periodically to assess the safety of specific locations and to provide guidance to improvements by the City and property owners.

Policies

1. When reviewing development applications, 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 the 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 transit routes;
 - 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.

4.9 Energy Conservation Through Design

Landscaping and the layout of roads can contribute to energy conservation. South-facing buildings and windows maximize solar energy potential. Landscaping can provide summer shade and protection from winter winds. When reviewing development applications, the City will require new development to take advantage of energy conservation design techniques.

Policies

1. When reviewing development applications, community design plans or concept plans, the City will:
 - a) Ensure that the layout of local roads provides opportunity for south-facing windows and buildings;
 - b) Require, where feasible, buildings to be oriented to maximize the potential from solar energy and use landscaping to provide summer shade and protection from winter winds.

4.10 Greenspace Requirements

The City is committed to providing a range of greenspace throughout urban and rural communities. In particular, the requirements for greenspace (see Section 2.4.5) and for parks and leisure areas (see Section 2.5.4) will apply in the review of development applications.

Section 5 – Implementation

5.1 Introduction

Implementation of the Official Plan is accomplished through a myriad of tools. They generally fall into the following categories. Only some examples have been identified for illustration purposes, but there are many more.

Financial Tools

- Use financial incentives to promote residential development within mixed use projects;
- Exempt social housing projects from processing fees;
- Link the long-range financial plan and annual budget process to implementing the strategic directions of the Official Plan.

Land Acquisition and Ownership

- Ensure that surplus lands are considered for affordable housing projects prior to considering other uses;
- Acquire important natural areas;
- Strategic acquisition of land for future snow disposal requirements, in advance of need.

Provision of Infrastructure

- Ensure the provision of parks and recreation areas throughout the city in the urban and rural areas;
- Provide, with developers, adequate water, wastewater, stormwater and transportation infrastructure to support the pattern and intensity of development;
- Support alternative servicing options where they provide a better solution in the rural area.

Guidelines and Terms of Reference

- Provide design guidelines to ensure compatibility of any intensification and infill proposals in a variety of circumstances and locations;
- Establish guidelines for land uses in the road right-of-way;
- Provide terms of reference for completing an Environmental Impact Statement;
- Establish noise control guidelines for road, rail, transit-corridor noise and noise from stationary sources.

Setting Targets and Monitoring Change

- Set targets for walking, cycling and transit use;
- Monitor decisions of the Ontario Municipal Board vis-à-vis policies in this Plan;
- Monitor trends that may impact on the population projection framing this Plan.

Entering into Partnerships

- Establish and support a non-profit trust for acquiring and managing natural areas;
- Partner with the National Capital Commission to provide continuous recreational pathways;
- Establish of a rapid-transit station in concert with construction of a new building;
- Establish a working partnership with the Conservation Authorities to address environmental matters with special emphasis on watershed, subwatershed planning, stormwater management, fish habitat and Environmental Impact Assessments.

Approval of Regulations and By-laws

- Adopt a comprehensive zoning by-law to implement the Plan;
- Adopt a woodland preservation by-law.

Undertaking Area Plans

- Complete a community design plan;
- Prepare an integrated, resource-based plan for a subwatershed;
- Do a groundwater assessment for a whole Village and surrounding area.

In addition, the City is guided by policies and guidelines of other levels of government and public agencies. Implementation may also depend on the culture of the city: the ability to negotiate, to comprehend challenges and to seek solutions. The City will be supportive of innovative directions that uphold the intent of the Plan and will establish an environment to foster creativity.

Many of the implementation tools appear in policies throughout the Official Plan. However, some of these tools are described in the following sections.

5.2 Implementation Mechanisms, by Authority under the *Planning Act*

A municipality may pass many by-laws under the authority of the *Planning Act* without mentioning them in the Official Plan. These include interim control, demolition control, temporary use and others. Some implementation tools, however, must be included in this Plan, as required under the *Planning Act*, in order for the municipality to implement such measures.

5.2.1 General

Policies

Provincial Policy Statement

1. The City will have regard to all provincial policy statements and will ensure that the intent of any such policy statements are adequately reflected and implemented through this Plan.

Public Works

2. The City will 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. The phasing of the public works projects will be coordinated through a capital works program that will be reviewed annually as part of the capital budget procedure.

Zoning By-law

3. As a priority measure, the City will prepare a new comprehensive zoning by-law that implements this Plan. The zoning by-laws of the former municipalities will remain in effect until the new zoning by-law takes effect.

Acquisition and Holding of Land

4. The City may acquire or hold land within its boundaries for the purposes of implementing any policy of the Plan. The City will secure lands to meet its objectives through such means as acquisition and conditions of development approval depending on the circumstances and relevant legislation. Any land so acquired or held may be sold, leased or otherwise disposed of by the City when no longer required. Before disposition of any surplus lands they will be considered in terms of such matters as their adequacy for the provision of affordable housing, their value as a natural area and the need for transportation corridors.

Site Plan Control Area

5. The entire City of Ottawa is a Site Plan Control Area. However, in order to avoid undue restrictions, certain classes of development will be exempted from Site Plan Control, as defined through the Site Plan Control By-law. The City may request elevation drawings and other design-oriented studies for development applications within the urban area and Villages. The City will require the fulfilment of conditions and agreements respecting road widening, landscaping, parking and loading areas, pedestrian walkways, sewer and water easements, fire routes and other design elements.

Increase in Height and Density By-law

6. Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the zoning by-law. Public consultation will be included in the development and approval of such a by-law. Limited increases will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law. Such provisions that may be authorized include, but are not limited to:
 - a) Public cultural facilities;
 - b) Building design and public art;
 - c) Conservation of heritage resources;
 - d) Conservation/replacement of rental housing;
 - e) Provision of new affordable housing units;
 - f) Child care facilities;

- g) Improvements to rapid-transit stations;
- h) Other local improvements identified in community design plans, community improvement plans, capital budgets, or other implementation plans or studies;
- i) Artist live-work studios.

Holding Zones

7. The City may utilize a holding symbol (H), in conjunction with any use designation 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.

5.2.2 Amendments to the Official Plan

Policies

1. When considering amendments to this Plan, the City will have regard to, among other things, the following criteria:
 - a) The impact of the proposed change on the achievement of the policies expressed in this Plan;
 - b) The effect of the proposed change on neighbouring communities;
 - c) The effect of the proposed change on the need for water, wastewater and transportation services.
2. When considering amendments that affect the use of specific site or sites, the City will also consider whether there is a need to add the site or sites to the lands already designated for the proposed use.

5.2.3 Public Notification

The *Planning Act* contains provisions that allow municipalities to provide notice of the required public meetings for Official Plan and zoning by-law amendments in a different manner than those prescribed in the Act and its regulations, provided that an alternative method is spelled out in the municipality's Official Plan.

The City will use these provisions so as to ensure that notification and consultation regarding these types of amendments occurs early in the review process, rather than relying only on the notice of the public meeting. This notification and consultation, well in advance of the required public meeting, will provide the public and public bodies with sufficient mechanisms and time to provide input and allow opportunities for issue resolution well before decisions are made by City Council. Notification and consultation will be provided in a bilingual environment in a cost-efficient, consistent and effective manner.

Policies

Notification and Consultation

1. The measures for informing and obtaining the views of the public and public bodies on proposed Official Plan and zoning by-law amendments 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 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 be given directly to targeted stakeholders or published in a city newspaper.

Notice of the Public Meeting

2. Notice of the public meeting at a Committee of Council will be:
 - a) Published in one English-language and one French-language daily newspaper having general circulation in the city, a minimum of five calendar days before the scheduled public meeting;
 - b) 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.

Technical Amendments

3. In the case of technical amendments to the Official Plan or zoning by-law, notification to and consultation with the public or public bodies will not be required. However, the proposed amendment will be published in the newspapers in the same manner as described above. This approach will be restricted to the following:
 - a) Altering punctuation or language for consistency;
 - b) Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
 - c) Inserting historical footnotes or similar annotations;
 - d) Changing the number and arrangement of the text, tables, schedules and maps;
 - e) Adding technical information to maps or schedules, deleting redundant provisions;
 - f) Correcting anomalies.

5.2.4 Committee of Adjustment

Policy

1. The Committee of Adjustment will have regard to the policies of the Plan in its decisions on applications for consents, non-conforming uses, and relief from the provisions of the zoning by-law implementing this Plan.

5.2.5 Community Improvement

Policy

1. The City will maintain the city-wide Community Improvement Project Area designation of all lands within the corporate limits. The City will identify and establish by-law criteria for delineating

community improvement plans, including a schedule of works for the maintenance, rehabilitation, repair and development of public and privately-owned facilities and lands.

5.3 Other Implementation Policies

The following implementation policies describe other situations that may affect development.

Policies

1. All properties and buildings in the City of Ottawa will be kept in a state of good repair and safe for occupancy and use. The safety and maintenance of all properties and buildings in the City will be protected through the enactment of property standards by-laws under the *Building Code Act*.
2. Irrespective of any other policy in this Plan, an individual has a right to develop a single-detached dwelling on a lot of record fronting on a public road that is maintained year round, if the lot was created under the *Planning Act* prior to the date of adoption of this Plan, if the zoning permits the use and if the use can meet all the requirements for private or central servicing.
3. Where at least two detached residential dwellings existed on a property prior to adoption of this Plan, one surplus dwelling may be severed on a new lot provided that all other relevant policies of this Plan are respected. Both dwellings must be occupied on an on-going basis for the use of this provision.

5.4 Interpretation

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of the Plan.

Policies

1. The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority-setting and decision-making.
2. Sections 1 to 5, Schedules A to K, Volume 2 and Annex 1 constitute the Official Plan. All other text and maps are provided for information only and are not part of this Plan.
3. Illustrations, sidebars and photos are included for the purpose of illustration only and are not part of the Plan.
4. The boundary of the urban area is defined on Schedule A of this Plan. The boundaries of the Greenbelt are defined on Schedule B. The boundary of the Central Area is defined on Schedule B. These boundaries may only be changed through an amendment to this Plan.
5. Boundaries of land-use designations in this Plan are identified on the schedules to this Plan. The boundaries of these policy areas 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 freeway and arterial 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. Unless otherwise stated in the policies, when the general intent of the Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan.

6. The implementation of this Plan will take place over time and the use of the word “will” 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 budgeting and program availability.
7. The indication of any proposed roads, bridges, parks, municipal services or infrastructure in policy text or on Plan schedules, including secondary plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific timeframe. Minor adjustments to the location of these facilities do not require an amendment to the Plan provided they are consistent with the objectives and policy directions of the Plan.
8. The indication of any proposed roads, bridges, parks, services or infrastructure in policy text or on Plan maps or schedules, including secondary plan maps or schedules, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.

5.5 Monitoring and Measuring Performance

The Ottawa 20/20 Initiative is based on the implementation of five major growth management plans (see Section 1). Implementation of these plans can be strengthened through an integrated program of monitoring and reporting on performance through an annual Report Card. The Report Card will be based on a set of indicators that best reflect our successes and failures. With regard to the Official Plan, implementation success is dependent upon whether:

- The assumptions underpinning the Plan continue to be valid;
- Policy priorities remain constant or undergo significant change;
- The policies contained in the Plan are being carried out;
- The policies being carried out are having the desired outcomes.

These four success factors provide a convenient framework for selecting and organizing monitoring indicators. However, it is not the intent to establish a complex monitoring program within the Official Plan itself. Many of the specific targets are housed in supporting plans and documents and monitoring of the Official Plan policies will be co-ordinated with monitoring of other plans

Monitoring of indicators over time will allow us to respond to changing circumstances and continuously improve on the effectiveness of the Official Plan. Quantitative targets will be adopted for those indicators that lend themselves to such treatment. However, the evaluation of trends, outcomes, and changing community values is a very complex, interwoven science. To fully understand these indicators and their implications for policy requires on-going research, monitoring and evaluation in each and every discipline.

Policy

1. The City will implement an Official Plan monitoring program consisting of targets, indicators, surveys and research to assess changing conditions and performance on matters related to the Official Plan.

5.6 Summary of Studies Referred to in the Official Plan

The following studies have been referred to in this Plan as work that will enhance or complement policies. The completion of some of these may result in amendments to the Plan.

Section and Study	Section of Plan	Expected Completion Date
Five-Year Comprehensive Review of Land	2.2.1	Every five years
Transportation Master Plan	2.3.1	June 2003
Pedestrian Plan	2.3.1	December 2004
Cycling Plan	2.3.1	December 2004
Parking Management Strategy	2.3.1	2006
Infrastructure Master Plan	2.3.2	June 2003
Groundwater Management Strategy	2.4.4	2004
Greenspace Master Plan including (but not limited to):	2.4.5	End of 2004
<ul style="list-style-type: none"> ■ Urban Natural Areas Environmental Evaluation Study ■ Greenspace Network Study ■ Park and Leisure Area Study ■ Forest Strategy 		
Municipal Housing Statement	2.5.2	February 2004
Inventory of Cultural Landscapes	2.5.5	2005
Design Strategy for Ottawa including Design Guidelines for Infill and Intensification	2.5.6	December 2003
Downtown Urban Design Strategy	3.6.6	December 2003
Central Area Leisure Resource Needs and Opportunities	3.6.6	Before the five-year review of the Plan
Central Area Transportation Strategy	3.6.6	Before the five-year review of the Plan
Guidelines for Scenic-Entry Routes	4.6.4	2004
Wellhead Protection Study	4.8.2	December 2003

SCHEDULES

SCHEDULE A	—	RURAL POLICY PLAN
SCHEDULE B	—	URBAN POLICY PLAN
SCHEDULE C	—	PRIMARY URBAN CYCLING TRANSPORTATION NETWORK
SCHEDULE D	—	PRIMARY TRANSIT NETWORK
SCHEDULE E	—	URBAN ROAD NETWORK
SCHEDULE F	—	CENTRAL AREA/INNER CITY ROAD NETWORK
SCHEDULE G	—	RURAL ROAD NETWORK
SCHEDULE H	—	ROAD NETWORK – SELECT VILLAGES
SCHEDULE I	—	MAJOR RECREATIONAL PATHWAYS AND SCENIC/ENTRY ROUTES – URBAN
SCHEDULE J	—	MAJOR RECREATIONAL PATHWAYS AND SCENIC/ ENTRY ROUTES – RURAL
SCHEDULE K	—	ENVIRONMENTAL CONSTRAINTS

ANNEXES

- ANNEX 1 — ROAD CLASSIFICATION AND RIGHTS-OF-WAY**
- ANNEX 2 — HERITAGE CONSERVATION DISTRICTS**
- ANNEX 3 — URBAN – AREAS SUBJECT TO A COMMUNITY DESIGN PLAN OR POLICY PLAN – APPROVED BY OTTAWA COUNCIL**
- ANNEX 4 — SECONDARY PLANS AND SITE – SPECIFIC POLICIES**
- ANNEX 5 — RURAL – VILLAGE PLANS**
- ANNEX 6A — CENTRAL AREA KEY VIEWPOINTS OF THE PARLIAMENT BUILDINGS AND OTHER NATIONAL SYMBOLS**
- ANNEX 6B — CENTRAL AREA MAXIMUM BUILDING HEIGHTS/ANGULAR PLANES**
- ANNEX 6C — LEBRETON FLATS FOREGROUND VIEW CONTROL PLANES**
- ANNEX 6D — CENTRAL AREA MAXIMUM BUILDING HEIGHTS**
- ANNEX 7 — CENTRAL AREA GATEWAYS, NODES AND DISTINCTIVE STREETS**

Annex 1 — Road Classification and Rights-of-Way

This annex describes road classifications for City roads that, other than local roads, are illustrated on Schedules E to H. Rights-of-way of various roads are described in Tables 1 to 14 of this annex. Additional policies on rights-of-way are also found in the following Sections 1 and 2 of this annex.

1.0 Classification Summary

The description that follows of the various classifications of roads is not meant to be interpreted as an absolute standard or limit, which if varied, would automatically necessitate an amendment to this Plan. Rather, these characteristics are intended to act as benchmarks against which variations in any given situation can be assessed in light of the relevant goals and objectives of this Plan. Policy 31 of Section 2.3.1 of this Plan states under what circumstances an amendment is required for changes – additions or deletions – of certain identified road classes on Schedules E to H. The following highlights the classification system used in this Plan for existing and future City roadways:

City Freeway

City freeway describes a limited access highway with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways. Highway 174 between Highway 417 (Queensway) and Trim Road in Orléans is the only city freeway.

Arterial Roads

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. The majority of these roadways were formerly identified as regional roads. To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterials road corridors should provide a high degree of connectivity between land uses and places along and across the route. For certain roads such as the Airport Parkway, the City may apply different standards to development with regard to access and setbacks. It is recognised that the arterial road system links to provincial and inter-provincial roads, which are all an integral part of the overall network.

Major Collector and Collector Roads

The collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns. The design and construction of collector roads will accommodate the

safe and efficient operation of transit services. In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads.

Local Roads

Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Local roads, to varying degrees, also serve a collector road function by distributing traffic between collector streets and other local streets.

2.0 Rights-of-way

Section 2.3.1 Transportation indicates that the City will protect rights-of-way for the development of the transportation network of the city. In particular, this involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. This section of Annex 1 sets forth the right-of-way (ROW) widths that the City may acquire for roads, shown in Schedule E to H, and additional ROW policies. The ROW distances indicate the width of land that the City has identified will be needed to accommodate the range of possible transportation facilities such as: roadway lanes for cars, truck, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.).

The tables that follow show the ROW protection requirements for the following classes of roads:

- Table 1:** Urban arterials and city freeway – existing
- Table 2:** Urban arterials – proposed (location defined)
- Table 3:** Rural arterials – existing
- Tables 4-13:** Collector roads – for the former local municipalities of Cumberland, Gloucester, Goulbourn, Kanata, Nepean, Osgoode, Ottawa, Rideau, Vanier, and West Carleton
- Table 14:** Local roads – for the former municipalities of Ottawa and Vanier.

Tables 1 and 2 have been prepared taking into consideration the *Arterial Road Corridor Design Guidelines* for the City's urban arterial roads including those that traverse the Greenbelt. Table 3 shows rural arterial roads having ROWs that generally reflect former rural regional roads. Tables 4-14 list collector and local road ROWs primarily found in the former official plans of the aforementioned local municipalities. Footnotes that accompany some tables should be referenced for further explanations. In all cases the widening is taken equally from centre of road unless otherwise indicated. Not all roads shown on Schedules E to H have been identified for a road widening and therefore, particularly in the old City of Ottawa and several of the former rural townships, there may be limited street name reference in Tables 2-14.

Policies:

1. **Rural Road ROW** – The City will undertake a review of rural road ROWs and subsequently amend this Plan as required to harmonize these policies of the various former local municipalities. In the interim, the ROW requirements for rural arterial and collector roads as shown in the Tables 4 to 13 in this annex will apply. If a road is identified on Schedules G and H but at this time does not appear in the tables in this annex, the ROW will be 20.0 metres.
2. **Developing Areas** – The required ROWs for all future major collector and collector roads, primarily in developing areas of the city, are not shown in the tables in this annex. The City will establish the ROW of these future roadways, primarily on lands subject to a subdivision application, by way of City-approved standards for the development of roadways using the subdivision approval process. As stated in policy 31 of Section 2.3.1, an amendment to Schedules E to H will not be required for the roadway network revisions that involve the addition or deletion of major collector or collector roads.
3. **Exception to ROW Requirements** – Under certain situations the City may decide to reduce or waive the requirements shown in this Plan for the acquisition of lands for a road widening from adjacent properties. This may be done to reflect site constraints, existing physical development or encroachment, placement of buildings, heritage structures, scale of proposed development and pedestrian safety. Decisions to possibly vary right-of-way requirements will be based on consideration of such matters as:
 - a) *Comprehensive studies* – A lesser right-of-way is recommended by an approved area-specific study, such as a community design plan, a community improvement plan, streetscape improvement plan, area traffic management plan or similar study approved by the City for the road segment.
 - b) *Impact on valued resources* – Where there would be possible loss or substantial adverse impact on City-identified significant resources in the form of heritage buildings or structures, archeological sites, natural heritage features or other features/resources deemed of significance by the City.
 - c) *Recent road designs* – Where the detailed design for new or recently completed road segments accommodates rights-of-way identified in previous official plans or environmental assessments and adequately takes into consideration the best practices to promote walking, cycling and transit use; provides adequate space for services and utilities; and creates an attractive landscaped public area.
 - d) *Potential effect on site development* – Where the potential for the protected ROW to render a property virtually non-developable according to the applicable zoning by-law standards and for which a rezoning or minor variance may not be able to resolve the difficulty.
 - e) *Pedestrian widening/easement in Central Area* – Where the application of other measures or techniques instead of the widening/easement policy in the Central Area, provides for adequate at-grade spatial requirements for pedestrians.
 - f) *Building setback incongruities* – Where potential new buildings would have to be set back substantially more than existing buildings, creating an indented pattern of development that would not be in keeping with the character of an existing area and there is no advantage or enhancement to the public road created by the setback.

4. **Widening/easement: Central Area** – In Table 1, Urban Arterial and City Freeway Rights-of-way, certain streets in the Central Area of the city are identified as being subject to a widening/easement policy. In addition to the proposed right-of-way widening, a surface easement for the use of pedestrians will be required along the full length of property frontages. Unless otherwise determined by the City, this easement will generally consist of dimensions as described in this paragraph. The easement will have a height of 3.7 metres from finished grade surface. The width of this easement measured from the proposed right-of-way varies according to the design of the building. Where a building cantilevers over the easement, a width of 1.5 metres is required. Where columns support the part of a building built over the easement, the width required is 2.5 metres plus the width of the columns. Where a cantilevered building and a column-supported building are located adjacent to each other, there must be a clear passage for pedestrians of 1.5 metres in the easement where the buildings meet.
5. **Corner Triangles** – The City will require the land for a road widening to provide corner triangles at intersections. Depending on the location and type of roads involved, the maximum length of the side of a corner triangle will vary in the general range of 3 to 10 metres. The City will determine the requirements for each corner triangle based on detailed engineering requirements.
6. **Rail Crossings** – The City may also require additional rights-of-way where there is an existing at-grade crossing of a city road and a railway line. This land will be in the shape of a triangle, at each corner of the crossing. Where a road and railway line cross, the maximum length of the triangle along the road will be in the range of 170 metres, and the maximum width of the triangle measured from the road will be in the range of 15 metres. This land may be used to construct a grade-separated crossing at some time in the future. Detailed City-approved engineering requirements will establish the exact requirements for such widening of various types of roads where there is a rail line crossing.

TABLE 1 – URBAN ARTERIAL AND CITY FREEWAY – EXISTING

Road	From	To	ROW to be Protected
Airport Parkway	Bronson	Airport terminal	ECP
Albert/Wellington	Booth	Empress	32
Note: Subject to unequal widening: north side 22.0 m, south side 10.0 m			
Albert	Empress	Bronson	40
Note: Maximum land requirement from property abutting existing ROW (10.0 m).			
Albert	Bronson	Elgin	VRW
Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy.			
Albert	Elgin	MacKenzie King Bridge	VRW
Note: Maximum land requirement from property abutting existing ROW (1.25 m).			
Albion	Lester	Leitrim	G
Albion	Leitrim	Del Zotto	37.5
Albion	Del Zotto	Urban area limit	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Anderson	Innes	Leitrim	G
Argyle	Metcalf	Metcalf	20
Note: Subject to widening/easement policy.			
Baseline	Richmond	Cedarview	G
Baseline	Cedarview	Greenbelt boundary	G
Baseline	Greenbelt boundary	Prince of Wales	44.5
Base Line	Walkley	Russell south of 417	G
Base Line	Russell south of 417	Leitrim	G
Bank	Wellington	Catherine	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Bank	Catherine	Isabella	20
Bank	Isabella	Riverside	23
Bank	Riverside	Hunt Club	37.5
Bank	Hunt Club	Lester	44.5
Bank	Lester	Conroy	G
Bank	Conroy	Leitrim	G
Bank	Leitrim	Analdea	44.5
Bank	Analdea	Urban area limit	44.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Bayshore	Carling	Richmond	26
Beechwood	Vanier Parkway	Joliette	23

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Road	From	To	ROW to be Protected
Beechwood	Joliette	Juliana	26
Besserer	Nicholas	Cumberland	20
Note: Maximum land requirement from property abutting existing ROW (1.00 m). Subject to widening/easement policy.			
Blackburn Hamlet Bypass	Innes (west of Blackburn Hamlet)	Innes (east of Blackburn Hamlet)	G
Blair	Montreal	Ogilvie	30
Blair	Ogilvie	Highway 174	44.5
Blair	Highway 174	Innes	37.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Booth	Chaudière Bridge	Proposed LeBreton Blvd.	30 + 9
Note: A 9 metre widening on the east side of Booth may or may not be required pending the outcome of the Interprovincial Transit Study.			
Booth	Proposed LeBreton Blvd.	Fleet	32
Booth	Fleet	Aqueduct	30
Booth	Aqueduct	Wellington	38
Boteler	Sussex	Dalhousie	20
Boundary	Southern boundary of Carlsbad Springs	Highway 417	35.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Bronson	Albert	Catherine	23
Bronson	Catherine	Highway 417	23
Bronson	Highway 417	Colonel By	23
Bronson	Colonel By	Heron	44.5
Bronson	Heron	Airport Parkway	44.5
Brookfield	Riverside	Airport Parkway	30
Cambrian	Cedarview	Jockvale	37.5
Campeau	Terry Fox	Eagleson	40
Carling	March	Hertzberg	44.5
Note: Subject to unequal widening: 44.5 m, measured from the existing south ROW limit			
Carling	Herzberg	Greenbelt boundary	G
Carling	Greenbelt boundary	Moodie	44.5
Carling	Moodie	Holly Acres	44.5
Carling	Holly Acres	Richmond	37.5
Carling	Richmond	Bronson	44.5
Carp	Stittsville urban area – north limit	Hazeldean	37.5
Carp	Hazeldean	Main Street	23
Castlefrank/Kanata Drive	Campeau	Lord Byng	44.5

Road	From	To	ROW to be Protected
Castlefrank	Aird Place	Katimavik	40
Catherine	Bronson	Elgin	23
Cedarview	Baseline	Lytle	G
Cedarview	Lytle	Fallowfield	37.5
Note: An additional 5.0 m on the either side may be required to construct a rural cross-section.			
Chamberlain	Bronson	Bank	23
Churchill	Scott	Richmond	20
Conroy	Walkley	Johnston	44.5
Conroy	Johnston	Greenbelt boundary	44.5
Conroy	Greenbelt boundary	Bank	G
Corkstown	March	Moodie	G
Coventry	Vanier Parkway	Belfast	26
Coventry	Belfast	St. Laurent	30
Cumberland	Rideau	Besserer	20
Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.			
Cummings	Ogilvie	Cyrville	37.5
Cyrville	Cummings	100m north of Maxime	37.5
Cyrville	100 m north of Maxime	Innes	37.5
Note: Subject to unequal widening: North side 15.0 m, South side 22.5 m			
Dalhousie	Macdonald-Cartier Bridge off ramp	Boteler	20
Data Centre	Riverside	Heron	37.5
Eagleson	Campeau	30 m north of Palomino	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Eagleson	30 m north of Palomino	Hope Side	44.5
Earl Armstrong	River Road	Urban area limit	44.5
Elgin	Wellington	Queen	40
Maximum land requirement from property abutting existing ROW (2.4 m).			
Elgin	Plaza Bridge	Queen	40
Note: Maximum land requirement from property abutting existing ROW (2.4 m).			
Elgin	Queen	Laurier	40
Note: Maximum land requirement from property abutting existing ROW (2.4 m).			
Elgin	Laurier	Lisgar	40
Elgin	Lisgar	Isabella	23
Fallowfield	Highway 416	Strandherd	44.5
Fallowfield	Strandherd	Cedarview	44.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Fallowfield	Cedarview	Woodroffe	44.5

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Road	From	To	ROW to be Protected
Note: Subject to unequal widening: north side 44.5 m, measured from south ROW limit.			
Fallowfield	Woodroffe	Prince of Wales	G
Fernbank	Main Street South	Stittsville urban area limit	37.5
Fernbank	Kanata urban area limit	Eagleson	37.5
Fisher	Carling	Baseline	34
Fisher	Baseline	Prince of Wales	26
Greenbank	Carling	Richmond	37.5
Greenbank	Richmond	Highway 417	26
Greenbank	Highway 417	West Hunt Club	37.5
Greenbank	West Hunt Club	Fallowfield	G
Greenbank	Fallowfield	Strandherd	44.5
Greenbank	Strandherd	First road south of Market Place	32
Note: Subject to unequal widening: 17.5 m on the west side and 14.5 m on the east side			
Greenbank	First road south of Market Place	Greenbank realignment	26
Greenfield	Main	King Edward	23
Hawthorne	Walkley	Hunt Club	44.5
Hawthorne	Hunt Club	Leitrim	G
Hazeldean	Stittsville urban area – west limit	Carp	37.5
Hazeldean	Carp	Main St. North	37.5
Hazeldean	Main St. North	Fringewood	37.5
Hazeldean	Fringewood	Terry Fox	44.5
Note: Subject to unequal widenings outlined in the Hazeldean Road ESR			
Hazeldean	Terry Fox	Eagleson	37.5
Hemlock	Juliana	St. Laurent	30
Heron	Prince of Wales	Bronson/Airport Parkway	44.5
Heron	Bronson/Airport Parkway	Bank	37.5
Heron	Bank	Walkley	37.5
Highway 174	Highway 417	Urban area limit	ECP
Holly Acres	Carling	Richmond	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Hope Side	Eagleson	Richmond (Road 59)	44.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Hunt Club	Prince of Wales	Conroy	44.5

Road	From	To	ROW to be Protected
Hunt Club	Conroy	Hawthorne	44.5
Note: Subject to unequal widening: South side 44.5m, measured from north ROW limit. In addition, a further 5.0m may be required from the south side.			
Huntley/ Main Street	Etta	Stittsville urban area limit	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Huntmar	Urban area – north limit	Maple Grove	37.5
Industrial	Riverside	St. Laurent	37.5
Innes	St. Laurent	Blair	44.5
Innes	Blair	Blackburn Hamlet By-Pass (West)	G
Innes	Blackburn Hamlet By-Pass (east end)	Orléans Urban Area – west limit	G
Innes	Orléans Urban Area – west limit	Prestwick	37.5
Innes	Prestwick	Tenth Line	40
Note: Subject to unequal widening: north side 14.0 m, South side 26 m			
Innes	Tenth Line	Trim	37.5
Innes	Trim	Frank Kenny	37.5
Isabella	Bank	O'Connor	23
Isabella	O'Connor	Metcalfe	26
Isabella	Metcalfe	Elgin	23
Jeanne d'Arc	Highway 174	Innes	37.5
Jockvale	Bren Maur	Prince of Wales	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Katimavik	Terry Fox	Eagleson	40
Kent	Wellington	Catherine	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Kent	Catherine	Chamberlain	20
King Edward	Sussex	Rideau	40
King Edward	Rideau	Laurier	20
King Edward	Laurier	Mann	20
King Edward	Mann	Highway 417	26
Kirkwood	Richmond	Merivale	26
Lemieux	St. Laurent	Labelle	44.5
Laurier	Bronson	Elgin	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Laurier	Elgin	Nicholas	26

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Road	From	To	ROW to be Protected
Laurier	Nicholas	King Edward	23
Lees	Main	Robinson	23
Leitrim	River Road	South Urban Community – urban area limit	37.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Leitrim	South Urban Community – urban area limit	Leitrim urban area – west limit	G
Leitrim	Leitrim urban area – west limit	Leitrim urban area – east limit	35.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Leitrim	Leitrim urban area – east limit	Hawthorne	G
Leitrim	Hawthorne	Highway 417	35.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Leitrim	Highway 417	Russell	G
Lester	Uplands	Albion	G
Lester	Albion	Bank	37.5
Limebank	River Road	Greenbelt Boundary	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Limebank	Greenbelt boundary	Leitrim	G
Limebank	Leitrim	Southern Urban Community – urban area south limit	44.5
Lyon	Wellington	Catherine	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
MacKenzie	St. Patrick	Colonel By Drive	20
Note: Maximum land requirement from property abutting existing ROW (zero m). Subject to widening/easement policy.			
MacKenzie King Bridge	Albert/Slater Connections	Waller	20
Maitland	Carling	Clyde	26
Main	Echo	Greenfield	23
Main	Greenfield	Highway 417	23
Main	Highway 417	Clegg	20
Main	Clegg	Riverside	23
Main (Stittsville)	Hazeldean	Carp	37.5
Main (Stittsville)	Carp	Etta	23
Main (Stittsville) / Huntley	Etta	Urban area limit	37.5
Note: An additional 5.0 m on the Rural side may be required to construct a rural cross-section.			
Maple Grove	Approx. 500 m east of John St.	Terry Fox	37.5

Road	From	To	ROW to be Protected
March	Urban area limit	Terry Fox	44.5
March	Terry Fox	Richardson	44.5
March	Richardson	Campeau	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
McArthur	North River	St. Laurent	20
McLeod	Metcalfé	Metcalfé	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Mer Bleue	Innes	Renaud	37.5
Note: Unequal widening may be required on west side to align Mer Bleue with Jeanne d'Arc			
Mer Bleue	Renaud	Navan	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Merivale	Island Park	Carling	30
Merivale	Carling	Kirkwood	26
Merivale	Kirkwood	Baseline	37.5
Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.			
Merivale	Baseline	Clyde	37.5
Merivale	Clyde	Colonnade	37.5
Merivale	Colonnade	MacFarlane	37.5
Merivale	MacFarlane	Greenbelt boundary	37.5
Merivale	Greenbelt boundary	South Urban Community – urban area limit	G
Merivale	South Urban Community – urban area limit	Prince of Wales	37.5
Metcalfé	Wellington	McLeod	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Metcalfé	McLeod	Argyle	20
Note: Maximum land requirement from property abutting existing ROW (2.40 m). Subject to widening/easement policy.			
Metcalfé	Argyle	Catherine	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
Metcalfé	Catherine	Isabella	20
Montréal	River Road	Church	23
Montréal	Church	St. Laurent	26
Montréal	St. Laurent	Highway 174	37.5

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Road	From	To	ROW to be Protected
Moodie	Carling	Bell's Corners – urban area limit	G
Moodie	Bell's Corners – urban area limit	Richmond	37.5
Moodie	West Hunt Club	Greenbelt boundary	G
Murray	Alexandra Bridge	Sussex	20
Murray	Sussex	King Edward	20
Note: Maximum land requirement from property abutting existing ROW (0.00 m). Subject to widening/easement policy.			
Navan	Blackburn Hamlet Bypass	Greenbelt boundary	G
Navan	Greenbelt boundary	Urban area limit	37.5
Nicholas	Rideau	Laurier	20
Note: Maximum land requirement from property abutting existing ROW (1.70 m). Subject to widening/easement policy.			
Nicholas	Laurier	Greenfield	26
Nicholas	Greenfield	Highway 417	ECP
North River	Montréal	McArthur	20
O'Connor	Wellington	Catherine	20
O'Connor	Catherine	Isabella	20
Ogilvie	St. Laurent	Blair	44.5
Ogilvie	Blair	Montréal	37.5
Old Montréal	Trim	Eastern Urban Community – east limit	37.5
Old Tenth Line	St. Joseph	Tenth Line	26
Orléans	St. Joseph	Innes	37.5
Orléans	Innes	Navan	37.5
Palladium	Huntmar north of Highway 417	Huntmar south of Highway 417	44.5
Palladium	Huntmar south of Highway 417	First Line / Silver Seven	44.5
Palladium	First Line / Silver Seven	Terry Fox	26
Parkdale	Ottawa River Parkway	Richmond	26
Place d'Orléans	St. Joseph	St. Joseph	37.5
Preston	Proposed LeBreton Boulevard	Wellington	26
Preston	Wellington	Carling	23
Preston	Carling	Prince of Wales	26
Pretoria Bridge	Elgin	Main	23
Prince of Wales	Preston	Heron/Baseline	26

Road	From	To	ROW to be Protected
Prince of Wales	Heron/Baseline	Fisher	26
Prince of Wales	Fisher	Greenbelt boundary	40
Prince of Wales	Greenbelt boundary	Southern Urban Community – urban area north limit	G
Prince of Wales	Southern Urban Community – north limit	Southern Urban Community – south limit	40
Note: For the segment 1200 m to the north and 700 m to the south of the proposed Strandherd Drive intersection, the maximum land requirement varies from 22.25 m to 1.0 m on the east side, and varies from 22.25 m to 43.5 m on the west side			
Raymond	Highway 417 ramp	Bronson	23
Richmond	Hope Side Road	Bell's Corners – urban area south limit	G
Richmond	Bell's Corners – south urban area limit	Moodie	37.5
Richmond	Robertson Terminus	Bell's Corners – urban area east limit	37.5
Richmond	Bell's Corners – urban area east limit	Baseline	G
Richmond	Baseline	Holly Acres	G
Richmond	Holly Acres	Highway 417	44.5
Richmond	Highway 417	Pinecrest	37.5
Richmond	Pinecrest	Carling	37.5
Richmond	Carling	Ottawa River Parkway	37.5
Richmond	Ottawa River Parkway	Golden	26
Note: Subject to unequal widening: north side 7.5 m, south side 18.5 m			
Richmond	Golden	Terminus at Western	20
Rideau	Wellington	Sussex	26
Rideau	Sussex	King Edward	30
Note: Maximum land requirement from property abutting existing ROW (1.75 m).			
Rideau	King Edward	Terminus at Montréal	26
River Road	Limebank	Greenbelt boundary	37.5
River Road	Greenbelt boundary	Southern Urban Community – north limit	G
River Road	Southern Urban Community – north limit	Southern Urban Community – south limit	37.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section. An unequal widening applies to the segment between the line dividing Lots 18 and 19 BF Concession Gloucester south to and including the frontage of the south half of Lot 21, where the maximum land requirement is 20 m on the east side and 17.5 m on the west side.			

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Road	From	To	ROW to be Protected
Riverside	Highway 417	Smyth	44.5
Riverside	Smyth	Bank	37.5
Riverside	Bank	Rail Line	37.5
Riverside	Rail Line	Terminus at River Road	44.5
Robertson	Eagleson	Bell's Corners – urban area west limit	G
Robertson	Bell's Corners – urban area west limit	Terminus at Richmond	37.5
Russell	Smyth	Walkley	37.5
Russell	Walkley	Hawthorne	44.5
Russell	Hawthorne	Greenbelt boundary	30
Russell	Greenbelt boundary	Ramsayville	G
Russell	Ramsayville	Leitrim	G
Russell	Leitrim	Greenbelt boundary	G
Russell	Greenbelt boundary	Carlsbad Springs – western boundary	37.5
Scott	Churchill	Champagne (Terminus at Wellington)	26
Slater	Empress	Bronson	40
Note: Maximum land requirement from property abutting existing ROW (10.00 m).			
Slater	Bronson	Elgin	VRW
Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy.			
Slater	Elgin	MacKenzie King Bridge	VRW
Smyth	Riverside	Alta Vista	37.5
Smyth	Alta Vista	Dauphin	30
Smyth	Dauphin	St. Laurent	26
Somerset St. West	Wellington terminus	Bronson	20
Somerset St. West	Bronson	Elgin	20
Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.			
St. Patrick	Alexandra Bridge	Sussex	20
St. Patrick	Sussex	King Edward	20
Note: Maximum land requirement from property abutting existing ROW (0.55 m).			
St. Patrick	King Edward	Vanier Parkway	37.5
St. Joseph	Highway 174	Eastern Urban Community – west limit	G
St. Joseph	Eastern Urban Community – Edgar Brault west limit		32

Road	From	To	ROW to be Protected
St. Joseph	Edgar Brault	Gabriel	26
St. Joseph	Gabriel	130 m west of Duford/Place d'Orléans	32
St. Joseph	130 m west of Duford/Place d'Orléans	Trim	37.5
St. Laurent	Hemlock	Montréal	26
St. Laurent	Montréal	Highway 417	44.5
St. Laurent	Highway 417	Smyth	44.5
Strandherd	Fallowfield	Crestway	44.5
Sussex	Princess	St. Patrick	26
Sussex	St. Patrick	Colonel By	20
Tenth Line	North Service	Amiens	44.5
Tenth Line	Amiens	Innes	37.5
Note: Subject to unequal widening: east side 20.5 m, west side 17.0 m.			
Tenth Line	Innes	Vanguard	44.5
Tenth Line	Vanguard	Eastern Urban Community – south limit	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Terry Fox	March	Goulbourn Forced	44.5
Terry Fox	First Line	Castlefrank	44.5
Timm	Eagleson	Moodie	G
Trim	Highway 174	Proposed Trim/Frank Kenny extension north of Portobello	46
Trim (Old)	South of hydro corridor	Innes	37.5
Note: Refer to North South Link ESR			
Trim	Innes	East Urban Community – south limit	37.5
Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.			
Vanier Parkway	Beechwood	Highway 417	37.5
Walkley	Riverside	Bank	26
Walkley	Bank	Heron	37.5
Walkley	Heron	Greenbelt boundary	44.5
Walkley	Greenbelt boundary	Base Line	G
Waller	Rideau	Laurier East	23
Note: Maximum land requirement from property abutting existing ROW (1.54 m).			
Wellington	Western	Terminus at Somerset	20
Wellington/Albert	Champagne	Booth	30
Note: Subject to unequal widening: North side 20.0 m, South side 10.0 m			

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Road	From	To	ROW to be Protected
Wellington	Proposed LeBreton	Rideau	26
Note: Maximum land requirement from property abutting existing ROW (0.00 m).			
West Hunt Club	Richmond	Cedarview	G
West Hunt Club	Cedarview	Greenbelt boundary	G
West Hunt Club	Greenbelt boundary	Cleopatra	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
West Hunt Club	Cleopatra	Prince of Wales	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.			
Wilbrod	Nicholas	Waller	20
Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.			
Woodroffe	Ottawa River Parkway	Carling	26
Woodroffe	Carling	Adirondack	26
Woodroffe	Adirondack	Baseline	37.5
Woodroffe	Baseline	West Hunt Club	44.5
Woodroffe	West Hunt Club	Fallowfield	G
Woodroffe	Fallowfield	Greenbelt boundary	44.5
Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section. Subject to widenings as outlined in the Woodroffe Avenue Environmental Study Report (ESR)			
Woodroffe	Greenbelt boundary	Strandherd	37.5

NOTES:

1. All distance are in metres.
2. For roads aligned in a north-south roads direction, the road segments are listed from north to south. For road aligned in a west-east direction, the road segments are listed from west to east.
3. All unequal widenings measured from centreline unless specified.
4. “ECP” – signifies Existing Corridor Protection
5. “VRW” – signifies Variable Rights-of-Way
6. “G” – signifies Greenbelt for which unique rights-of-way protection policy apply as follows:
For arterial road segments located entirely within the Greenbelt, the right-of-way requirements vary depending on: the number and width of travel lanes; the treatment of curbs, medians, and road drainage; and other amenities to be provided in the corridor. On this basis, the right-of-way to be acquired by the City and the means to acquire the land will be determined with involvement of the National Capital Commission on a case-by-case basis as road modifications are being planned. In the event that a portion of Greenbelt land is conveyed to another owner, a minimum road-widening requirement of 42.5m shall apply for an arterial road segment adjacent to that land.

For segments adjacent to the Greenbelt along only one side, the ROW dimension for the urban area side should be protected, with an additional 5.0m widening requested along the Greenbelt side (to construct the wider rural cross-section). As always, the widening requirements are to be measured from the existing road centerline.

TABLE 2 – URBAN ARTERIAL – Proposed (Location Defined)

Road	From	To	ROW to be Protected
Blackburn Hamlet bypass extension	Blackburn Hamlet bypass	East Urban Community – west limit	G
Blackburn Hamlet bypass extension	East Urban Community – west limit	Tenth Line	40
Blackburn Hamlet bypass extension	Tenth Line	Trim	40
Bowesville	Uplands	Hunt Club	26
Castlefrank/Kanata Drive extension	Lord Byng	Aird	44.5
Earl Armstrong Realignment	Urban area limit	Limebank	44.5
Frank Kenny realignment	Trim	Frank Kenny (existing)	44.5
Greenbank realignment	Greenbank	Cambrian	26
Greenbank realignment	Cambrian	South Urban Community – south limit	37.5
LeBreton (proposed new boulevard)	Ottawa River Parkway	Wellington	40
Preston extension	Wellington	Proposed LeBreton Blvd.	26
Strandherd to Jockvale link	Strandherd	Jockvale	37.5
Strandherd extension	Crestway	Prince of Wales	44.5
Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR			
Strandherd/Armstrong	Prince of Wales	River	44.5
Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR			
Terry Fox extension (north)	Goulbourn Forced	First Line	44.5
Terry Fox extension (south)	Rail line	Eagleson	44.5
Trim (realignment eastward)	North of Portobello	Innes/Frank Kenny	46
Trim (old)	Hydro corridor	Existing old Trim	37.5

NOTES:

1. All distances are in metres.
2. For roads aligned in a north-south roads direction, the road segments are listed from north to south. For roads aligned in a west-east direction, the road segments are listed from west to east.
3. All unequal widenings measured from centreline unless specified.
4. “ECP” – signifies Existing Corridor Protection
5. “G” – signifies Greenbelt for which unique rights-of-way protection policy apply as follows: For arterial road segments located entirely within the Greenbelt, the right-of-way requirements vary depending on: the number and width of travel lanes; the treatment of curbs, medians, and road drainage; and other amenities to be provided in the corridor. On this basis, the right-of-way to be acquired by the City and the means to acquire the land will be determined with involvement of the National Capital Commission on a case-by-case basis

Road	From	To	ROW to be Protected
<p>as road modifications are being planned. In the event that a portion of Greenbelt land is conveyed to another owner, a minimum road-widening requirement of 42.5m shall apply for an arterial road segment adjacent to that land.</p>			
<p>For segments adjacent to the Greenbelt along only one side, the ROW dimension for the urban area side should be protected, with an additional 5.0m widening requested along the Greenbelt side (to construct the wider rural cross-section). As always, the widening requirements are to be measured from the existing road centerline.</p>			

TABLE 3 – RURAL ARTERIALS – EXISTING

Road	From	To	ROW to be Protected (metres)
Albion	Urban area limit	Mitch Owens	30
Anderson	Urban area limit	Mitch Owens	30
Aylwin	Ferry	Canon Smith	30
Bank	Urban area limit	Mitch Owens	40
Bank	Mitch Owens	Ottawa city limits	ECP
Bankfield	Highway 416	100 m west of Colony Heights	34
Bankfield	100 m west of Colony Heights	Manotick Main Street	23
Boundary	Russell	Boundary of Village of Carlsbad Springs	23
Boundary	Highway 417	Victoria	30
Bridge	Manotick Main	River	23
Brophy	Eagleson	Highway 416	30
Burritts	Donnelly	Rideau River	30
Cameron	Ottawa River	Old Montréal	23
Canon Smith	Aylwin	Fitzroy	30
Carp	Galetta Side	Approx. 600 m south of Craig Side	30
Carp	Approx. 600 m south of Craig Side	Approx. 600 m north of March	23
Carp	Approx. 600 m north of March	Urban area limit	30
Cartwright	Victoria	Boundary	30
Cedarview	Trail	Barnsdale	30
Century	Bowrin	Fourth Line	30
Colonial	Trim	Delson	23
Colonial	Delson	Western boundary of Village of Sarsfield	30
Colonial	Western boundary of Village of Sarsfield	Eastern boundary of Village of Sarsfield	23
Colonial	Eastern boundary of Village of Sarsfield	Ottawa city limits	30
Dalmeny	River	Second Line	30
Dalmeny	Second Line	Bank	30
Devine	Boundary	Frank Kenny	30

Road	From	To	ROW to be Protected (metres)
Dilworth	Fourth Line	Rideau Valley South	30
Donald B. Munro	Thomas A. Dolan	Panmure	30
Donnelly	Ottawa city limits	Fourth Line	30
Dozois	Mitch Owens	Gough	30
Dunning	Old Montréal	Brickland	23
Dunning	Brickland	Russell	30
Dunrobin	Galetta Side	March	30
Dywer Hill	Kinburn Side	Donnelly	30
Eagleson	Urban area limit	Fallowfield	34
Eagleson	Fallowfield	Brophy	30
Eight Line	Mitch Owens	Victoria	30
Fallowfield	Dywer Hill	Eagleson	30
Fallowfield	Eagleson	Moodie	34
Fallowfield	Moodie	Highway 416	40
Fernbank	Stittsville urban area limit	Kanata urban area limit	30
Ferry	Ottawa River	Galetta Side	30
Market	Harbour	Carp River	23
Market	Carp River	Canon Smith	30
Fourth Line	Approx. 300 m north of Shellstar	Approx. 200 m south of Willisbrook	23
Fourth Line	Approx. 200 m south of Willisbrook	Donnelly	30
Frank Kenny	Innes	Rockdale	33
Franktown	Ottawa city limits	Perth	30
Galetta Side	Ottawa Road 29	Darwin	30
Galetta Side	Darwin	Morning Dew	23
Galetta Side	Morning Dew	Dunrobin	30
Gregoire	Victoria	Ottawa city limits	30
Harbour	Market	Nicholson	23
Harbour	Nickolson	Galetta	30
Hazeldean	Spruce Ridge	Urban area limit	30
Highway (Ottawa road) 29 (former Highway 15)	Highway 17 (former)	Lunney	40
Highway 17 (former)	Madawaska	Kinburn Side	ECP
Highway 174	Urban area limit	Ottawa city limits	ECP
Huntley	Urban area limit	Perth	30
Indian Creek	Saumure	Russland	30
Innes	Frank Kenny	Dunning	30

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Road	From	To	ROW to be Protected (metres)
Kinburn Side	Ottawa city limits	Woodkilton	30
Kinburn Side	Woodkilton	Dunrobin	23
Limebank	Urban area limit	Mitch Owens	30
Lunney	(Highway) Ottawa road 29	Walter Bradley	ECP
Madawaska	Ottawa city limits	Highway 17 (former)	30
Manotick Main	Bankfield	Century East	23
March	Ottawa city limits	Highway 417	40
March	Highway 417	Dunrobin	30
March	Dunrobin	Urban area limit	34
Marvelville	Bank	Ottawa city limits	30
McBean	Perth	Ottawa	23
McBean	Ottawa	Bowrin	30
Merlyn Wilson	Donnelly	Rideau River/Ottawa city limits	30
Milton	Navan	Russell	30
Mitch Owens	River	Bank	34
Mitch Owens	Bank	Boundary	30
Moodie	Urban area limit	Fallowfield	34
Moodie	Fallowfield	Brophy	30
Munster	Fallowfield	Franktown	30
Navan	Urban area limit	Trim	34
Nixon	River	Snake Island	30
Old Montréal	Trim	Cardinal Creek	37.5
Old Montréal	Cardinal Creek	Approx. 250 m west of Chevalier	34
Old Montréal	Approx. 250m west of Chevalier	Dunning	23
Osgoode Main	River	Nixon	30
Osgoode Main	Nixon	Drew Henry	23
Osgoode Main	Drew Henry	Stagecoach	30
Panmure	Donald B. Munro	Dwyer Hill	30
Perth	Richmond Village boundary	Eagleson	30
Prince of Wales	Urban area limit	Bankfield	40
Prince of Wales	Bankfield	Approx. 250 m north of Danbury	30
Prince of Wales	Approx. 250 m north of Danbury	Fourth Line	23
Richmond	Hope Side	Fallowfield	34

Road	From	To	ROW to be Protected (metres)
Rideau Valley North	Prince of Wales	Bankfield	34
Rideau Valley South	Century East	Roger Stevens	30
Rideau Valley South	Roger Stevens	Stevens Creek	23
Rideau Valley South	Stevens Creek	Dilworth	30
River	Urban area limit	Mitch Owens	34
River	Mitch Owens	South Gower boundary	30
Rockdale	Devine	Border of Russell Township	30
Roger Stevens	Ottawa city limits	Approx. 600 m west of Craighurst	30
Roger Stevens	Approx. 600 m west of Craighurst	Approx. 500 m west of Fourth Line	23
Roger Stevens	Approx. 500 m west of Fourth Line	Nixon	30
Russell	Western boundary of Village of Carlsbad Springs	Eastern boundary of Village of Carlsbad Springs	23
Russell	Eastern boundary of Village of Carlsbad Springs	Ottawa city limits	30
Russland	Rockdale	Indian Creek	30
Saumure	Russell	Indian Creek	30
Second Line	Osgoode Main	Cabin	30
Second Line	Dalmeny (west)	Dalmeny (east)	30
Snake Island	Nixon	Bank	30
Stagecoach	Mitch Owens	Ottawa city limits	30
Tenth Line	Urban area limit	Navan	30
Thomas A. Dolan	Donald B. Munro	Dunrobin	30
Trail	Moodie	Barnsdale/Highway 416	30
Trim	Innes	Future Blackburn Hamlet by-pass extension	37
Trim	Future Blackburn Hamlet by-pass extension	Wall	30
Trim	Navan	Colonial	34
Victoria	Bank	Glen	30
Victoria	Glen	Glenwood	23
Victoria	Glenwood	Border of Russell Township	30

NOTES:

1. For roads aligned in a north-south roads direction, the road segments are listed from north to south. For roads aligned in a west-east direction, the road segments are listed from west to east.
2. "ECP" – signifies Existing Corridor Protection

**TABLE 4 – MAJOR COLLECTOR AND COLLECTOR
FORMER CITY OF CUMBERLAND**

Road	From	To	ROW to be Protected (metres)
Amiens	Duford	Tenth Line	20-26
Beckett's Creek	Old Montréal	Wilhaven	20
Birchgrove	French Hill	Russell	20
Bottriell	Charlemagne (north)	Charlemagne (south)	20-26
Brickland	Lookout	Dunning	20
Burton	Highway 417	150m east of Corduroy	26
Burton	Frontier	150m east of Corduroy	20
Canaan	Highway 174	Colonial	26
Canaan	south of Colonial	Dead end	20
Canaan	Russell	Old CPR line	20
Carlsbad		Entire length	20
Centrum		Entire length	26-34
Charlemagne	Tenth Line (north)	Tenth Line (south)	26-34
Clayton	Russell	Devine	20
Dairy	Trim	Old Montréal	20-26
Delson	Trim	Colonial	20
Des Epinettes	Tenth Line	Claiborne	26-34
Devine	Frank Kenny	Saumure	20
Duford	St. Joseph	Amiens	20-26
Dunning	Russell	Russland	20
Emmett	Wilhaven	French Hill	20
Esprit		Entire length	26
Étienne	Birchgrove	Canaan	20
Forced	Russell	Rockdale	20
Frank Kenny	Old Montréal	Innes	20
French Hill	Frank Kenny	Birchgrove	20
Frontier	Highway 417	Burton	20
Gardenway	Charlemagne	Portobello	20-26
Garlandside	Devine	Russland	20
Giroux	Frank Kenny	Dunning	20
Heuvelmans	Colonial	Magladry	20
Huismans	Frank Kenny	Rockdale	20
Jeanne d'Arc	Champlain	Tenth Line	20-26
Kinsella	Quillivan	Old Montréal	20

Road	From	To	ROW to be Protected (metres)
Lafleur	North of Colonial	Dead end	20
Larmours	Sarsfield	Canaan	20
Lookout	Brickland	Dunning	20
Magladry	Rockdale	Heuvalmans	20
Magladry	Heuvalmans	Canaan	20
McFadden	Trim	Frank Kenny	20
McNeely	Magladry	Russell	20
McVagh	Devine	Burton	20
Merkley	Bottriell	Charlemagne	20-26
Montcrest	Princess Louise	Watters	20-26
North Service	Tenth Line	Trim	20-26
Old Montréal	Highway 174 (east)	Highway 174 (west of Kinsella)	26
Old Montréal	Dunning	Highway 174	20
Orchardview	Charlemagne	Innes	20-26
O'Toole	Wilhaven	Regimbald	20
Perrault	Milton	Trim	20
Portobello	Trim	Innes	30-40
Portobello	South of Innes	Dead end	37
Prestone	Centrum	Tompkins	26-34
Prestone	Tompkins	Amiens	20-26
Prestwick	Innes	Amiens	20-26
Princess Louise	Charlemagne	Charlemagne	20-26
Provence		Entire length	20-26
Quigley Hill	Highway 174	Wilhaven	20
Quillivan	Royal Orchard	Kinsella	20
Regimbald	Frank Kenny	Sarsfield	20
Rockdale	Colonial	Devine	20
Royal Orchard	Wilhaven	Quillivan	20
Ruissellet	Magladry	Russell	20
Sand	Russell	Devine	20
Sarsfield	Wilhaven	Dunning	20
Smith	Tenth Line	Milton	20
Taylor Creek	St. Joseph	Trim	20-26
Ted Kelly		Entire length	20
Tenth Line	Navan	Smith	20
Tompkins	Prestone	Tenth Line	26-34
Tompkins	Major	Prestone	20-26
Trim	Wall	Navan	30

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Road	From	To	ROW to be Protected (metres)
Trim	Colonial	Perrault	20
Valin	Charlemagne	Trim	20-26
Varenes	Watters	Valin	20-26
Wall	Mer Bleue	Frank Kenny	20
Watson	Dunning	Birchgrove	20
Watters	Charlemagne	Trim	20-26
Watters	Cardinal Creek	East to the turn south	26
Wilhaven	Frank Kenny	Canaan	20

NOTES:

1. For roads aligned in a north-south roads direction the road segments are listed from north to south. For roads aligned in a west-east direction the road segments are listed from west to east.
2. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.

**TABLE 5 – MAJOR COLLECTOR AND COLLECTOR
FORMER CITY OF GLOUCESTER**

Road	From	To	ROW to be Protected (metres)
Blais	Bank	Hawthorne	26-40
Bowesville	Leitrim	Mitch Owens	26-40
Champlain	Highway 174	Jeanne d'Arc	26-40
Cummings	Donald	Ogilvie	26-40
Cummings	Donald	Shane	23-26
Daoust	Albion	Timbermill	23-26
Donald	St. Laurent	Cummings	26-40
Downey	Rideau	Mitch Owens	26-40
Eighth Line	Ramsayville	Boundary	26-40
Farmers	Leitrim	Mitch Owens	26-40
Hall	Russell	Mitch Owens	26-40
Hawthorne	Leitrim	Rideau	26-40
Innes	Blackburn by pass	Blackburn by pass	26-40
Labelle	Lemieux	Cyrville	26-40
Lemieux	St. Laurent	Labelle	23-26
Louiseize	Hawthorne	Ramsayville	26-40
Ninth Line	Baseline	Boundary	26-40
Ramsayville	Leitrim	Mitch Owens	26-40
Rideau	River	Ramsayville	26-40
Spratt	Earl Armstrong	Mitch Owens	26-40
St. Bernard	Timbermill	Sixth	23-26

NOTES:

1. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.

TABLE 6 – COLLECTOR – FORMER TOWNSHIP OF GOULBOURN

Road	From	To	ROW to be Protected (metres)
Abbott East	Main	Iber	24
Abbott West	West Ridge	Main	20
Alon	Johnwoods	Maple Grove	20
Amy	Kathleen	Abbott East	20
Beechfern	Wintergreen	Hedgerow	20
Beverly	West Ridge	Main	20
Brownlee	Huntley	Shea	20
Elm	Main	Bell	20
Elm	Bell	Main	20
Fernbank	Black's Side	Shea	23
Flewellyn	Ashton Station	Eagleson	20
Harry Douglas	Iber	Randall James	20
Hedgerow	Beechfern	Trailway	20
Hobin	Carp	Renshaw	20
Hobin	Renshaw	Main	20
Iber	Abbott East	Hazeldean	24
Johnwoods	Hazeldean	Maple Grove	20
Jonathan Pack	Beverly	Abbott West	20
Kathleen	Randall James	Amy	20
Liard	Main	Fernbank	20
Moss Hill	Trailway	Abbott East	20
Ottawa	McBean	Eagleson	20
Randall James	Harry Douglas	Kathleen	20
Renshaw	West Ridge	Hobin	20
Shea	Brownlee	Abbott East	20
Springbrook	Hazeldean	Trailway	20
Sweetnam	Hazeldean	Harry Douglas	20
Trailway	Springbrook	Hedgerow	20
Trailway	Hedgerow	Moss Hill	20
Trailway	Springbrook	Moss Hill	20
West Ridge	Hazeldean	Fernbank	20
Wintergreen	Main Street	Beechfern	20

**TABLE 7 – MAJOR COLLECTOR AND COLLECTOR
FORMER CITY OF KANATA**

Road	To	From	ROW to be Protected (metres)
Abbeyhill	Castlefrank	Eagleson	26
Aird	Katimavik	Castlefrank	26
Beaver Brook	Weslock	Teron	26 uneven
Berry Side	Fifth Line	Sixth Line	26 uneven
Brady	Entire Length		26
Bridgestone	Eagleson	Stonehaven	26-35 uneven
Bridle Park	Bridgestone	Stonehaven	26 uneven
Bridlewood	Stonehaven	Steeple Chase	26 uneven
Castlefrank	Terry Fox	Katimavik	26-35
Chimo	Katimavik	Katimavik	26
Davis	Katimavik	McGibbon	26
Edgewater	Terry Fox	Hazeldean	26 uneven
Emerald Meadow	Eagleson	Grassy Plains	26
Equestrian	Bridgestone	Bridgestone	26
Fifth Line	Thomas A. Dolan	Berry Side	26 uneven
Flamborough	Terry Fox	Klondike	26
Giamorgan	Castlefrank	Rothesay	26
Goldridge	Kanata	Kanata	26
Grassy Plains	Stonehaven	Bridgestone	26-35
Halton	Flamborough	Klondike	26
Hearst Way	Whitney	Katimavik	26
Helmsdale	Shirley's Brook	Terry Fox	26
Herzberg	Sandhill	March	26
Huntmar	March	Richardson Side	26
Kakulu	Castlefrank	Eagleson	26-35
Kanata	Campeau	Richardson Side	26-35
Kerwin	Dumrobin	Berry Side	26
Klondike	Second Line	March Valley/Forth Valley	26
Knudson	Kanata	Campeau	26
Leacock	Beaver Brook	Beaver Brook	26
Leacock	Leacock	The Parkway	26
March Valley	Sandhill	Riddell	26
Marchurst	Thomas A. Dolan	March	26
McGibbon	Davis	Katimavik	26

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Road	To	From	ROW to be Protected (metres)
Meadowbreeze	Grassy Plains	Grassy Plains	26
Morgans Grant	Flamborough	March	26
Murphy Side	Marchurst	Dunrobin	26
Old Carp	Huntmar	March	30
Old Colony	Rothesay	Abbeyhill	26
Palomino	Eagleson	Eagleson	26
Penfield	Teron	Teron	26
Richardson Side	Huntmar	First Line	30
Riddell	Dunrobin	Sixth Line	30
Rothesay	Giamorgan	Eagleson	26
Sandhill	Shirley's Brook	Klondike	26
Sandhill	Helsdale	Herzberg	26
Second Line	Thomas A. Dolan	Old Carp	26
Second Line	Old Carp	Terry Fox	31
Note: An additional 5 m on the rural side may be required to construct a rural cross-section.			
Shirley's Brook	March	Helmsdale	26
Sixth Line	Thomas A. Dolan	Riddell	30
Steeple Chase	Stonehaven	Bridlewood	26
Stikine	Kanata	Goldridge	26
Stonehaven	Eagleson	Richmond	26-35
Stonemeadow		Entire length	26
Teron	Campeau	March	26-35
Terry Fox	March	Helmsdale	26
The Parkway	Leacock	Teron	26
Thomas A. Dolan	Dunrobin	Neely	30
Varley Drive	Beaver Brook	Beaver Brook	26
Walden		Entire length	26
Weslock	Walden	Knudson	26
Winchester	Terry Fox	Castlefrank	26

NOTES:

1. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.
2. "Uneven" means topographic or other features may require an uneven road widening, details of which will be determined by the City normally upon examination of a development application on adjacent lands.

**TABLE 8 – MAJOR COLLECTOR AND COLLECTOR
FORMER CITY OF NEPEAN**

Road	From	To	ROW to be Protected (metres)
Aldcrest	Viewmount	Fieldrow	21.5-30
Amberwood	Merivale	Prince of Wales	21.5-30
Antares	Auriga	West Hunt Club	21.5-30
Arnold	Moodie	Moodie	21.5-30
Ashgrove	Greenbank	Meadowbank	21.5-30
Auriga	Antares	Antares	21.5-30
Banner	McClellan	Greenbank	21.5-30
Barnsdale	Eagleson	Prince of Wales	up to 40
Barran	Fallowfield	Larkin	21.5-30
Bayshore	Woodridge	Richmond	up to 40
Beatrice	Strandherd	Longfields	21.5-30
Beaver	Leaver	Meadowlands	21.5-30
Beckstead	Bill Leathem	Merivale	21.5-30
Bellman	McClellan	Greenbank	21.5-30
Bentley	Merivale	Sunderland	21.5-30
Berrigan	Greenbank	Beatrice	21.5-30
Bill Leathem	Leiken	Bill Leathem	21.5-30
Black Forest	Arnold	Longwood	21.5-30
Bren-Maur	Jockvale	Woodroffe	21.5-30
Bruin	Cassidy	Cedarview	21.5-30
Cambrian	Richmond	Cedarview	up to 40
Camelot	Cleopatra	Merivale	21.5-30
Canfield	Cramer	Greenbank	21.5-30
Capilano	Merivale	Beaver	21.5-30
Capital	Grenfell	Merivale	21.5-30
Cassidy	Northside	Bruin	21.5-30
Cedarview	Cambrian	Barnsdale	up to 40
Cedarview	Barnsdale	Bankfield	up to 40
Centrepointe	Baseline	Baseline	21.5-30
Chesterton	Viewmount	Meadowlands	21.5-30
Claridge	Strandherd	Woodroffe	21.5-30
Cleopatra	West Hunt Club	Merivale	21.5-30
Colonade	Merivale	Prince of Wales	21.5-30
Constellation	Centrepointe	Baseline	21.5-30
Cordova	Withrow	Baseline	21.5-30

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Road	From	To	ROW to be Protected (metres)
Corkstown	Moodie	Carling	21.5-30
Craig Henry	Greenbank	Knoxdale	21.5-30
Cresthaven	Barnstone	Waterbridge	21.5-30
Crestway	Strandherd	Prince of Wales	21.5-30
Crystal Beach	Corkstown	Carling	21.5-30
Deakin	Auriga	Prince of Wales	21.5-30
Deer Fox	Beatrice	Woodroffe	21.5-30
Deer Park	Meadowlands	Fisher	21.5-30
Earl Mulligan	Mountshannon	Woodroffe	21.5-30
Eaton	Lynhar	Auburn	21.5-30
Exeter	Jockvale	Wessex	21.5-30
Fable	Jockvale	Larkin	21.5-30
Family Brown	Merivale	Grant Carmen	21.5-30
Farlane	Wallford	Baseline	21.5-30
Fieldrow	Aldercrest	Perry	21.5-30
Fitzgerald	Robertson	Moodie	21.5-30
Foxfield	Greenbank	Holitman	21.5-30
Gibbard	Greenbank	Knoxdale	21.5-30
Grant Carman	Viewmount	Meadowlands	21.5-30
Greenbank	Barnsdale	Prince of Wales	up to 40
Grenfell	Woodroffe	Slack	21.5-30
Harrison	Monterey	Greenbank	21.5-30
Hemmingwood	Centrepointe	Centrepointe	21.5-30
Highbury Park	Greenbank	Longfields	21.5-30
Holitman	Foxfield	Fallowfield	21.5-30
Inverness	Meadowlands	Fisher	21.5-30
Jockvale	Cedarview	Strandherd	21.5-30
Kennevale	Cedarview	Weybridge	21.5-30
Kimberley	Richmond	Ridgefield	21.5-30
Knoxdale	Hunt Club West	Woodroffe	21.5-30
Larkin	Fallowfield	Greenbank	21.5-30
Larkspur	Eaton	Northside	21.5-30
Leikin	Crestway	Bill Leatham	21.5-30
Longfields	Berrigan	Woodroffe	up to 40
Lynhar	Eaton	Robertson	21.5-30
MacFarlane	Merivale	Deakin	21.5-30
Majestic	Newhaven	Woodroffe	21.5-30
Malvern	Fable	Greenbank	21.5-30
Maravista	Cedarview	Weybridge	21.5-30

Road	From	To	ROW to be Protected (metres)
McClellan	Banner	Bellman	21.5-30
Meadowbank	Greenbank	Ashgrove	21.5-30
Meadowlands	Beaver	Inverness	21.5-30
Medhurst	Woodroffe	Woodfield	21.5-30
Monterey	Baseline	Greenbank	21.5-30
Mountshannon	Longfields	Earl Mulligan	21.5-30
Norice	Woodroffe	Viewmount	21.5-30
Northside	Larkspur	Cassidy	21.5-30
Orr	Fallowfield	Larkin	21.5-30
Perry	Fieldrow	Meadowlands	21.5-30
Queensbury	Beatrice	Woodroffe	21.5-30
Richmond	Longwood	Robertson	21.5-30
Richmond	Fallowfield	Eagleson	up to 40
Rideaucrest	Woodroffe	Stoneway	21.5-30
Ridgefield	Arnold	Stinson	21.5-30
Roydon	Merivale	West Hunt Club	21.5-30
Sandcastle	Valley Stream	Baseline	21.5-30
Seyton	Westcliffe	Richmond	21.5-30
Sherway	Fable	Malvern	21.5-30
Slack	Woodroffe	Merivale	21.5-30
St. Claire	Cordova	Clyde	21.5-3
Stafford	Moodie	Robertson	21.5-30
Stinson	Ridgefield	Robertson	21.5-30
Stoneway	Woodroffe	Woodroffe	21.5-30
Sunderland	Bentley	West Hunt Club	21.5-30
Tallwood	Centrepointe	Woodroffe	21.5-30
Tartan	McKenna Casey	Jockvale	21.5-30
Twin Elm	Cambrian	Bankfield	up to 40
Vaan	Woodroffe	Slack	21.5-30
Viewmount	Meadowlands	Fisher	21.5-30
Virgil	Stinson	Lynhar	21.5-30
Waterbridge	Raffeallo	Prince of Wales	21.5-30
Wessex	Exeter	Greenbank	21.5-30
Westcliffe	Robertson	Seyton	21.5-30
Weybridge	Jockvale	Jockvale	21.5-30
Withrow	Meadowlands	Merivale	21.5-30
Wolfgang	Fallowfield	Foxfield	21.5-30
Woodfield	Medhurst	Merivale	21.5-30

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Road	From	To	ROW to be Protected (metres)
Woodridge	Bayshore	Bayshore	21.5-30
Woodroffe	Strandherd	Bren Mar	21.5-30

NOTES:

1. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.
-

TABLE 9 – COLLECTOR – FORMER TOWNSHIP OF OSGOODE

Road	From	To	ROW to be Protected (metres)
2nd Line	Snake Island	City border	30
3rd Line		Entire length	30
5th Line		Entire length	30
6th Line	Lawrence	Belmeade	26
8th Line		Entire length	30
9th Line	Mitch Owens	Marionville	26
Acres	McDiarmid	Belmeade	26
Apple Orchard		Entire length	30
Belmeade		Entire length	30
Black Creek	Mitch Owens	Pana	26
Blanchfield	Snake Island	Spring Hill	26
Cabin	River	Stagecoach	26
Campbell Croft	Spring Hill	Dalmeny	26
Castor	8th Line	Gregoire	26
Cooper Hill	John Quinn	Boundary	26
Doyle		Entire length	26
Dozois	Mitch Owens	Doyle	30
Forest	Stagecoach	4th Line	26
Gough		Entire length	30
Grey's Creek		Entire length	30
Herberts Corners	Manotick Station	Stagecoach	26
John Quinn		Entire length	30
Larry Robinson		Entire length	26
Lawrence		Entire length	30
Manotick Station	Mitch Owens	Stagecoach	30
Marionville		Entire length	30
McDiarmid	3rd Line	6th Line	26
McGuire	Snake Island	Cabin	26
Nixon	Gabert	Snake Island	26
Old Prescott	Mitch Owens	Stagecoach	30
Pana	8th Line	Boundary	26
Parkway		Entire length	30
Ray Wilson	Yorks Corners	Gregoire	26
Rideau Forest	River	Shylo	26
Sale Barn		Entire length	30
Scrivens	Snake Island	Bank	26

Road	From	To	ROW to be Protected (metres)
Shylo (south)	Rideau Forest	Squire	26
South Gower Boundary		Entire length	26
Squire	Shylo (south)	Dozois	26
St. Lawrence	Bank	8th Line	26
Spring Hill	Blanchfield	Gregoire	26
Stone School	Greys Creek	John Quinn	26
Yorks Corners	Mitch Owens	Marionville	26

**TABLE 10 – MAJOR COLLECTOR AND COLLECTOR
FORMER CITY OF OTTAWA**

Road	From	To	ROW to be Protected (metres)
Bayswater	Scott	Somerset	23
Bryron	Golden	25.9 m west of Roosevelt	20.117
Note: North side			
Clare	34.90 m east of Evered	Tweedsmuir	20.117
Note: North			
Dalhousie	George	Besserer	23.0
Holland	Scott	Carling	26
Johnston	Bank	Albion	34.0
Note: North side			
Lola	30.238 m south of Prince Albert	26.632 m north of King George	20.117
Note: East side tapered from north to south.			
Parkdale	Richmond	Carling	20
Patricia	Richmond	40 m north of Richmond	15.24
Note: West side			
Rideau Terrace	Noel	Acacia	18.288
Note: On south side between Noel and Lambton 3.048 m widening required. Widening to be taken equally from each side between Lambton and Acadia.			
Springfield	Maple Lane	Rideau Terrace	18.288
Note: West side and corner roundings at northwest corner.			

TABLE 11 – COLLECTOR – FORMER TOWNSHIP OF RIDEAU

Road	From	To	ROW to be Protected (metres)
Arthur	Bridge	Richard	20
Century	McCordick	Rideau Valley	30
Church	McCordick	Fourth Line	20
Eastman	Potter	Rideau Valley	20
First Line	Bankfield	Roger Stevens	30
Long Island	Driscoll	Bridge	20
Malakoff	Donnelly	Century	30
McCordick	Brophy	Donnelly	30
Potter	Bankfield	Eastman	20
Van Vliet/Richard	Arthur	South River	20
West River	Bridge	West	20
West	West River	Long Island	20

NOTES:

1. Where walkway and/or bicycle paths are to be located on the road allowance of a Village collector the ROW width should be increased to 26m.

TABLE 12 – COLLECTOR – FORMER CITY OF VANIER

Road	From	To	Additional ROW to be Protected (metres)
Granville	Montréal	65 m north	3 m on west side; 1 m on east side
Lafontaine	McArthur	65 m north	2 m each side
Lafontaine	Montréal	65 m south	3 m on east side; 1 m on west side
Marier	Montréal	65 m north	2 m each side
Marier	Beechwood	65 m south	2 m each side

TABLE 13 – COLLECTOR – FORMER TOWNSHIP OF WEST CARLETON

Road	From	To	ROW to be Protected (metres)
Allbirch	Bishop Davis	Baillie	20
Armitage	Rock Forest	Torwood	20
Aylwin	Ferry	Stonecrest	20
Bairds	Diamondview	Carp	20
Barlow	Vances	Thomas A. Dolan	20
Bayview	Bishop Davis	Bishop Davis	20
Bearhill	Vaughan	Rockey Creek	20
Beavertail	Old Almonte	Whitetail	20
Bishop Davis	Bayview	Bayview	20
Bradley Side	Oak Creek	Huntmar	20
Breezy Heights		Entire length	20
Burnt Lands		Entire length	20
Canon Smith	Old Birch	Galetta Side	20
Carrol Side	Dwyer Hill	Peter Robinson	20
Carrys Side	Mohrs	Donald B. Munro	20
Cavanmore		Entire length	20
Constance Bay	Dunrobin	Bayview	20
Corkery		Entire length	20
David Manchester	McGee Side	Rothbourne	20
Diamondview	Dolan	McGee Side	20
Dominion Springs		Entire length	20
Donald B. Munro	Kinburn Side	Carp	20
Dunhaven	Stonecrest	Ridgetop	20
Dunrobin	Galetta Side	Crown Point	20
Farmview	Hunt Line	Grants Side	20
Glencastle	Inniskillin	Munro	20
Golden Line	March	McArton	20
Grants Side	Dwyer Hill	Donald B. Munro	20
Greenland	Rock Forest	Thomas A. Dolan	20
Hamilton	Golden Line	Dwyer Hill	20
Hanson		Entire length	20
Homesteaders	Galetta Side	Lillie Side	20
Howie	March	Old Almonte	20
Hunt Line	Gypsy	Loggers	20
Inniskillin	Juanita	Glencastle	20
Ivy Acres	Galetta Side	Richie	20
John Kennedy	Old Almonte	Hamilton	20

Road	From	To	ROW to be Protected (metres)
John Shaw	Galetta Side	Thomas A. Dolan	20
Juanita	Carp	Langstaff	20
Kilmaurs	Stonecrest	Dunrobin	20
Langstaff	Juanita	Inniskillin	20
Lillie Side	John Shaw	Homesteaders	20
Limestone	Styles	Kinburn Side	20
Loggers		Entire length	20
Lowe		Entire length	20
MacHardy		Entire length	20
Maclarens Side	Stonecrest	Woodkilton	20
Manion	Corkery	Howie	20
Marchwood	Panmure	Vaughan	20
McArton	Golden Line	Dwyer Hill	20
McGee Side	Spruce Ridge	Oak Creek	20
Mohrs	Galetta Side	Grants Side	20
Moonstone	Walgreen	Rothbourne	20
Munro	Glencastle	Carp	20
Oak Creek	McGee Side	Richardson Side	20
Old Almonte	Golden Line	David Manchester	20
Old Birch	Canon Smith	Ferry	20
Old Carp	March	Huntmar	20
Old Coach	Thomas A. Dolan	Donald B. Munro	20
Peter Robinson		Entire length	20
Rabbit Path	Yucks	John Shaw	20
Richardson Side	Beavertail	Huntmar	20
Richie	Walker Bradley	Upper Dwyer Hill	20
Riddledale	Mohrs	Loggers	20
Ridgetop		Entire length	20
Rock Forest	Greenland	Torwood	20
Rothbourne	David Manchester	Carp	20
Shanna	Panmure	Vaughan	20
Spruce Ridge		Entire length	20
Stonecrest	Harry MacKay	Galetta Side	20
Stonecrest	Galetta Side	Thomas A. Dolan	20
Stoneridge		Entire length	20
Styles	Carp	Limestone	20
Timmins		Entire length	20
Torbolton Ridge	Maclarens Side	Vances	20
Torwood	Armitage	Thomas A. Dolan	20

Road	From	To	ROW to be Protected (metres)
Upper Dwyer Hill	Future Highway 417	Richie	20
Vances	Torbolton Ridge	Barlow	20
Vaughan	Burnt Lands	William Hodgins	20
Walgreen	Westbrook	Moonstone	20
Walter Bradley		Entire length	20
Westbrook	Carp	Walgreen	20
Whitetail		Entire length	20
William Hodgins	Donald B. Munro	Diamondview	20
William Mooney		Entire length	20
Woodkilton	Maclarens Side	Thomas A. Dolan	20
Yucks	Mohrs	Loggers	20

TABLE 14 – LOCAL ROADS – FORMER CITIES OF OTTAWA AND VANIER

Road	From	To	ROW to be Protected (metres)
Bégin	Montréal	Lewis	3.0 additional from west side
Besserer	Cumberland	King Edward	20.0
Bloomfield	Churchill North	East end	18.288
Clementine	Bélanger	Ohio	15.240
Clementine	Rockingham	Bélanger	20.117
Note: 5 m x 5 m corner rounding at Bélanger. Widening on the east side.			
Cumberland	George	Rideau	20.0
Daly	Nicholas	Waller	20.0
L'Église	Montréal	34.2 m north of Lapointe	20.117
Note: North side			
Elmgrove	Winona	East limit of Lot 13, Plan 184	See note:
Note: South side widening tapers from 6 m at Winona to 0 m at east limit of Lot 13, Plan 184			
Jeanne Mance	Kendall	Cyr	3.0 additional from each side
Kirkwood	Richmond	Wilber	26.0
Maple Lane	24.4m east of Howick	Springfield	18.288
Note: South side			
McCormick	Armstrong	Wellington	15.240
Moore	Grandeur	Ahearn	12.192

Road	From	To	ROW to be Protected (metres)
New Orchard	Richmond	Ambleside	20.117
Ohio	54 m east of Clementine	Bank	18.592
Palace	Montréal	Northeast corner of Lot 85	2.0 additional from each side
Roosevelt Note: West side	Richmond	Danforth (Byron)	20.117
Shore	St. Laurent	Triole	18.288
Triole Note: Cul-de-sac required at south end	Former City of Ottawa city limits	CNR	18.288
Vaughan Note: South side	Crichton	MacKay	15.240
Whitby Note: North side	Churchill	Winona	18.288
Winston	Richmond	Dead end at Wilmont	15.240

Annex 6A – Central Area Key Viewpoints of the Parliament Buildings and Other National Symbols

The following describes the location of the key fixed viewpoints shown on Annex 6A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols.

- 1* The centreline of Sussex Drive where it intersects with the centreline of the MacDonald-Cartier Bridge.
- 2 Approximately mid-point along Sussex Drive between the MacDonald-Cartier Bridge and Boteler Street.
- 3 Sussex Drive at the forecourt of the National Gallery.
- 4 The summit of Nepean Point.
- 5 The ascending ramp of the boardwalk along the Alexandra Bridge, just east of Rue Laurier in Hull.
- 6* The high point of the ramp of the Alexandra Bridge boardwalk, where a pedestrian obtains the first panoramic view of the Parliament Buildings and other national symbols.
- 7 Approximately mid-point on the Alexandra Bridge.
- 8 The mid-point on the Alexandra Bridge to the viewing platform at the south end of the Alexandra Bridge.
- 9 The viewing platform at the south end of Alexandra Bridge.
- 10 The terrace level in front of the Museum of Civilization in Hull.
- 11 The viewing platform in front of the Museum of Civilization at the edge of the Ottawa River in Hull.
- 12* The intersection of the Portage Bridge and Rue Laurier in Hull.
- 13 The mid-point of the Portage Bridge, between Hull and Victoria Island.
- 14 On the Portage Bridge, south of Victoria Island.
- 15 The eastern end of Victoria Island.
- 16 The point on the Ottawa River Parkway above the CPR tracks from which the traveller approaching from the west obtains the best view of the Parliament Buildings and other national symbols.
- 17 A point on Nicholas Street north of the Queensway exit, from which the traveller first obtains a clear view of the silhouette of the Parliament Buildings, representing the beginning of a continuous sequence of views moving north along Nicholas Street.
- 18 The viewing platform on the Mackenzie King Bridge above the Rideau Canal.
- 19 York Street at By Ward Street.
- 20 York Street at Sussex Drive.
- 21 Metcalfe Street at Sparks Street.

* Key Views No.1 and No.6 are the controlling viewpoints for the Background Area west of the Canal; Key View No.12 is the controlling viewpoint for the Background Area east of the Canal.

GLOSSARY

Abandoned Pits and Quarries: Area of land not previously licensed or permitted under the *Aggregate Resources Act* from which aggregate has been removed, leaving it in a form that is derelict, unproductive and/or incompatible with the surrounding landscape.

Accessibility: Planning the city to bring people closer to their destinations and making it easier for people to reach jobs, services, education and recreation.

Affordable Housing: Affordable housing is defined as housing, either ownership or rental, for which a low- or moderate-income household pays no more than 30 per cent of its gross annual income.

Agricultural Uses: The growing of crops, including nursery and horticultural crops; raising of livestock and other animals for food, or fur, including poultry and fish; aquaculture; agro-forestry; maple syrup production; and associated on-farm buildings and structures.

Alteration: A substantive change to the built environment which could impact on the heritage character of an individually-designated heritage property or a heritage conservation district or buildings in heritage zones, as indicated in the zoning by-law.

Alternative Development Standards: Flexible planning and engineering standards providing a range of alternatives to the current standards used for the design and construction of communities. These may include standards relating to lot sizes and frontages, siting of houses on lots, street pavement, right-of-way widths, and parking requirements.

Archaeological Resources: Include the physical remains and contextual setting of any structure, event, activity, place, cultural feature or object which, because of the passage of time, is on or below the surface of the land or water, and is important to understanding the history of a people or place. Examples include individual artefacts or grouped features such as the remains of a pre-European aboriginal settlement.

Areas of Natural and Scientific Interest (ANSI): Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study, or education.

Arterial Roads: Roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands.

At-Grade: Generally refers to street level, or the equivalent of ground-floor level.

Big-Box Retail: A term applied to very large floor plate, one-storey retail outlets, usually operated as part of a chain, that locate on individual sites or that cluster on a large site, sometimes adjacent to each other. Big-box retailers, also known as “superstores” “retail warehouses” or “large format retail”, serve a region-wide market and typically locate at highly-visible locations at major intersections or adjacent to highways.

Brownfields: Formerly developed, sometimes contaminated, sites that are vacant or may contain derelict or underutilized buildings. Brownfields are considered to be prime sites for redevelopment.

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Built Heritage: Includes buildings, structures and sites that contribute to an understanding of our heritage and are valued for their representation of that heritage. They may reveal architectural, cultural, or socio-political patterns of our history or may be associated with specific events or people who have shaped that history. Examples include buildings, groups of buildings, dams and bridges.

Central Business District: The major commercial area within the Central Area, including business, office, retail uses, mixed-use development and intense activity. The Central Business District also contains other uses that are compatible with the function of the Central Area, particularly those that contribute to its vibrancy and vitality, such as housing, hotels, cultural and entertainment.

Character Area: A geographical area designated in Volume 2 – Central Area Secondary Plan – Central Area Character Areas and Theme Streets, which has distinct land use functions and a unique, identifiable physical character.

City Freeway: A limited access roadway where high-speed traffic travels cross-city.

Community Improvement Plan: A plan that constitutes a schedule of works for the maintenance, rehabilitation, repair and/or development of public and privately-owned facilities and lands. The plans typically include the identification and specification of design details on a project basis.

Community Improvement Project Area: That facility or area of the city, which has been designated for the purposes of undertaking a Community Project Plan.

Collaborative Community Building: An inclusive process where everyone who lives, works or develops in a community comes together to strengthen and improve the local quality of life from both a physical land-use and human perspective.

Collector Road: Roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands.

Community Design Plan: A plan developed for a community or neighbourhood that will undergo significant change. The community design plan will translate the principles and policies of the Official Plan to the community scale.

Community Garden: Public greenspaces that are cooperatively planned and maintained by local residents for the benefit of the entire community. Community gardens are a low-cost, barrier-free form of recreation that fosters physical activity, positive social interaction, environmental awareness and an opportunity to grow fresh, organic produce. Community gardens are inter-generational, multicultural places that integrate many aspects of sustainable community development.

Conservation (Heritage): A broad range of activities used to identify, protect, maintain and revitalize a heritage property. Conservation seeks to retain elements of the built environment which are recognized as having heritage value.

Contaminant: Any solid, liquid, gas, odour, heat, sound, vibration, radiation or combination thereof resulting directly or indirectly from human activities that may cause an adverse effect.

Contaminated Sites: Sites where the environmental condition of the property and the quality of the soil or groundwater, particularly on former industrial and waste-disposal sites, may have the potential for adverse effects on human health or the natural environment.

Cultural Heritage Landscape: Any geographic area that has been modified, influenced, or given special cultural meaning by people and that provides the contextual and spatial information necessary to preserve and interpret the understanding of important historical settings and changes to past patterns of land use. Examples include a burial ground, historical garden or a larger landscape reflecting human intervention.

Cultural Heritage Resources: Includes four components: Built Heritage, Cultural Heritage Landscapes, Archaeological Resources, and documentary heritage left by people.

Density: A measure of specified units as in persons, employees or buildings/floor space per unit of area.

Density Transfer: An increase in the permitted gross floor area on one or more lot(s) (the recipient) accompanied by a concurrent reduction on the permitted gross floor area on another lot(s) (the donor).

Design Guidelines: A set of recommendations intended to guide development toward a desired level of quality through the design of the physical environment, which is applied on a discretionary basis relative to the context of development.

Design with Nature: An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- Retention of natural vegetation on slopes to reduce erosion;
- Conservation of as many existing trees as feasible;
- Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
- Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
- Protection of natural stream corridors and incorporation of natural features into open spaces.

Development: The construction, re-construction, erection or placing of one or more buildings or structures on land or the making of any material change in the use or intensity of the use of any building or land.

Distinctive Street: An important street or road which extends through the Central Area which links important focal points, and which has a unique role and/or character such as through landscape treatment, architectural features, land use, and/or pedestrian or vehicular movement.

Downtown: The area including the Central Area and adjacent residential neighbourhoods (including Centretown, Sandy Hill, Lowertown East, Lowertown West and Dalhousie).

Ecosystem: Systems of plants, animals, and micro-organisms, together with the non-living component and related ecological processes, and humans.

Edge: Edges are formed at the boundaries of areas by a transition of visual character or a linear break, as in the case of barriers created by a watercourse or a freeway.

Endangered Species: Any native species, as listed in the regulations under the *Endangered Species Act*, that is at risk of extinction throughout all or a significant portion of its Ontario range if the limiting factors are not reversed.

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Environmental Impact Study: A study prepared in keeping with established procedures to identify and assess the impacts of development on a specified feature or system.

Farm: An agricultural operation which for most dairy, cattle or cash crop farming, will consist of approximately 36 hectares or more whether contiguous or not. For other farm types, such as market gardening or a greenhouse operation, a lesser farm size would exist.

Farmer: A farmer is defined as someone whose primary occupation consists of working on a farm and who has been involved in cropping and/or animal husbandry. His or her primary occupation is the operation of the farm, where primary occupation is defined in terms of time spent farming and/or proportion of income derived from farming.

Feature: A specific physical area that can be defined by shape, make-up or appearance. Examples include a particular woodland community or wetland area.

Fit: The design of buildings and landscape features which provides for a sympathetic relationship with the prevalent characteristics of their physical context.

Fixed Viewpoint: The location from which one obtains an unobstructed or unmarred view of the Centre Block, as depicted on Annex 7 – Central Area Gateways, Nodes and Distinctive Streets.

Flood Plain: Area adjoining a watercourse, covered by water in the event of a 100-year flood.

Focal Point: The centre of activity in a community.

Function: A natural process that operates within or between areas and involves the movement and exchange of nutrients, energy, or genetic material. Examples include hydrological processes, food webs, animal population dynamics, and surface drainage.

Gateway: An important road or path which serves as a major entry into the city, into a district (including the Central Area) or into a local area. Gateways are also created where a road or path intersects with the edge of a district, and are often signified by entrance features.

Greenfields: Large undeveloped lands within the urban boundary that serve as locations for new communities or for development that completes existing communities.

Greenspace: Includes sensitive wetlands and forests in urban and rural areas, playing fields and playgrounds, landscaped parkways, the carefully planned greens surrounding major public buildings and natural areas around stormwater management ponds and in hydro corridors.

Greenspace Network: All greenspace in Ottawa that is physically connected.

Groundwater: Sub-surface water or water stored in pores, cracks, and crevices in the ground below the water table.

Heritage: Buildings, structures, sites, landscapes, areas and environments of historic, architectural, contextual, cultural, and/or natural interest, which are or should be conserved for the benefit of the community and posterity.

Heritage Area: A site, landscape, area or environment which may have a concentration of resources of historic, architectural, archaeological, contextual, cultural, and/or cultural interest, which are or should be conserved for the benefit of the community for posterity.

Heritage Conservation District: An area or environment, usually an aggregate of buildings, open spaces and streets, which has been designated by by-law by City Council under the authority of Part V of the Ontario *Heritage Act*.

Heritage Reference List: A city-wide inventory of heritage resources, which may have architectural, historical, archaeological, contextual, cultural, and/or natural interest and which may warrant designation under the Ontario *Heritage Act*.

Home-Based Business: Business operated by a resident from the premises of his or her own home.

Human Scale: The quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and abilities, and/or which contributes to the citizen's perception and comprehension of the size, scale, height, bulk and/or massing of buildings or other features of the built environment.

Image Analysis: A method to document the existing physical environment to assist in evaluating the suitability and appropriateness of new development within an existing man-made or natural context.

Income Percentile: Defines the percentage below which a specified percentage of household incomes lie. For example, the 60th income percentile refers to the point which is equal to or greater than the income of 60 per cent of all households.

Infill: Infill is development that occurs on a single lot, or a consolidated number of small lots, on sites that are vacant or underdeveloped. Infill may also refer to the creation of the lot or lots.

Infrastructure: Physical structures that form the foundation for development. Infrastructure includes: wastewater and water works, electric power, communications, transit and transportation facilities, and oil and gas pipelines and associated facilities.

Intensification: Intensification means that the density of development, measured in households or employment per hectare, increases.

Landmarks: Landmarks are urban design elements that create distinct visual orientation points. Landmarks provide a sense of location to the observer within the larger urban pattern, such as that created by a significant natural feature, or by an architectural form which is highly distinctive relative to its surrounding environment.

Leisure Resources: Open spaces and facilities that provide for leisure, which may be either passive or active in nature. Leisure resources may be public, quasi-public or private.

Local Road: Roads that provide direct access to adjacent lands and serve neighbourhood travel to and from collector or arterial roads.

Mainstreet: A commercial street with strong pedestrian orientation, accessible to the adjacent community and containing a mix of uses (stores, community facilities, apartments, etc.).

Major Collector Road: Roads that serve neighbourhood travel between collector and arterial roads and may provide direct access to adjacent lands.

Massing: The overall shape or arrangement of the bulk or volume of development.

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Mine Hazards: Any feature of a mine as defined under the *Mining Act* or any related disturbances of the ground that has not been rehabilitated.

Mineral Aggregate Resources: Non-renewable resources such as limestone, sand, and gravel suitable for construction, industrial, manufacturing and maintenance purposes.

Minimum Distance Separation Formulae: A formulae developed by the Province of Ontario to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Minor Variance: A departure from the provisions of the zoning by-law or any other by-law which is deemed by the Committee of Adjustment to maintain the general intent and purpose of the zoning by-law and of the Official Plan pursuant to the *Planning Act*.

Mixed Use: A variety of uses in a building or a community in close proximity, possibly including housing, recreational, commercial, institutional, or other employment uses.

Mobility: Providing the transportation facilities (roads, bus routes, sidewalks, bridges, etc.) to get people from one part the city to their destinations in other areas, no matter the distances involved.

Modal Share: The ratio of the number of trips by a specific travel mode to the total number of trips by all modes, usually expressed as a percentage.

National Symbols: These include major public buildings, public monuments and physical landforms within the Parliamentary Precinct and around Confederation Boulevard.

Natural Channel Design: The process by which new or reconstructed stream channels and their associated flood plain riparian systems are designed to be naturally functional, stable, healthy, productive, and sustainable.

Natural Features: Physically tangible elements of the environment including wetlands, forests, ravines, rivers, valleylands, and associated wildlife habitat areas along the edge of, or which support significant ecological functions within, the natural feature.

Natural Functions: Natural processes, products or services provided or performed by natural features within or between natural systems and species at a variety of scales. Examples include groundwater recharge, provision of wildlife habitat, temperature moderation, natural cleansing and filtration of surface water, and carbon sequestration (carbon sinks).

Natural Corridors: The naturally-vegetated or potentially revegetated areas that link or border natural areas and provide ecological functions such as habitat, passage, hydrological flow, connection or buffering from adjacent impacts.

Node: Nodes are points of intensive activity, which provide a focus to public life, such as a market place or community centre, and are usually created at the convergence of important paths. Nodes are often signified by distinctive urban design characteristics relative to the surrounding area or district, such as the inclusion of a landmark building.

Noise/Noise Level: Noise is undesirable and unwanted sound. Sound is measured in decibels (units of sound). The A-weighted sound level (i.e. dBA) has been found to correlate well with the perception of annoying sounds and is used to assess community and roadway noise. The generally-accepted sound level descriptor for community and roadway noise is the equivalent sound level (L_{eq}). It is the sound level of the continuous sound, which would have the same sound energy as the actual time varying sound over the

period of time being considered. Due to the time consideration, L_{eq} has to be referenced to a specific time period. For community and roadway noise, the Ottawa Official Plan will use a 30 minute sound level time period which will be expressed as L_{eq} (30 min).

Noise Exposure Forecast (NEF): Value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization.

Noise Exposure Projection (NEP): Value of noise exposure similar to the NEF with the exception that it provides long-range guidance in land use planning based on a projection of aircraft traffic levels, aircraft types and runway configurations. The NEPs are developed for periods beyond the five-year to 10-year horizon, up to 20 years into the future.

Noise Study: Study that is generally a result of conditional approval. The purpose of the detailed study is to assess all noise sources affecting the proposed lands and includes details of assessment methods, results and recommendations for control measures. The study is based on the proposed grading plans and reflects the details of the buildings if known at the time of approval.

Open Space: Local parks, linear corridors, and large-scale public lands primarily along the rivers and in the Greenbelt, which are in or intended to be in public ownership and are, or will be, generally available for public use and enjoyment.

Outdoor Amenity Area: The main outdoor area of a property that is designed to accommodate a variety of individual leisure activities.

Park and Leisure Areas: Playgrounds, parks, and sports fields that provide people with frequent and immediate contact with greenspace.

Parliament Buildings and Other National Symbols: The Parliament Buildings are the Centre Block and Library, East Block and West Block. Other National Symbols include public buildings, public monuments and the physical landform within the Parliamentary Precinct and around Confederation Boulevard.

Pedestrian-Oriented Uses: Uses which generate pedestrian interest and activity, especially retail stores and restaurants, as well as entertainment, personal service businesses, arts and cultural uses, theatres, small open spaces or pedestrian amenity areas, tourist information centres and other similar uses. Pedestrian-oriented uses are also designed to give preference to narrow street frontages, resulting in a continuity of uses along the street, the principle entrances of which are located along the perimeter of the building, and are directly accessible and visible to pedestrians using public rights-of-ways. Retail uses such as banks and similar financial institutions are included, provided such uses have narrow and limited frontage.

Pit: Land or land under water from which unconsolidated aggregate is being or has been excavated and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under subsection 1.(3) *Aggregate Resources Act*.

Private Individual Services: One individual, autonomous water supply and wastewater disposal system, normally a well and septic system, owned and maintained by the property owner(s).

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Public Art: The integration of permanent, site-specific works of art into buildings, natural places, public spaces and structures through a community design process that includes citizens, artists, architects and urban planners.

Public Service Area: The area served by City-owned and -operated water and wastewater services. This includes the urban area on central services and the parts of the rural area serviced by smaller-scale City facilities.

Public Utility: A public body or private corporation providing infrastructure services to the public, such as hydro, natural gas, telephone, cable and sewer and water.

Quarry: Land or land under water from which consolidated aggregate is being or has been excavated and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under subsection 1.(3) *Aggregate Resources Act*.

Rapid-Transit Facility: The components of a rapid-transit network including rapid-transit stations and the road or rail connections between them.

Rapid-Transit Network: The rapid-transit network consists of an interconnecting system of existing and planned rights-of-way and corridors in which a rapid-transit facility (transitway, O-train, streetcar, etc.) may be located.

Rapid-Transit Quality Service: The provision of transit service to developing areas that seeks to provide a rapid-transit type service in advance of construction of a full rapid-transit facility to serve the new community.

Rapid-Transit Station: Any station on the transitway or rail rapid-transit facilities.

Rare Species: Species that are known to be distributionally significant in the City of Ottawa by virtue of their rarity in the city or the Province of Ontario. Rarity is established through a number of sources which have examined species occurrence in a systematic fashion at the provincial and city level, including the assessments and rankings completed by the Natural Heritage Information Centre and the Wetland Evaluation System (provincial rankings) and studies within the City of Ottawa such as the Natural Environment Systems Strategy (Brownell 1995, Brunton 1998 – distributionally significant flora), and, in future, the Urban Natural Areas Environmental Evaluation Study.

Redevelopment: The construction of new residential units or mixed-use development to replace the current development of an area.

River Corridor: The shoreline of the Ottawa River and Rideau River and Canal as well as the shoreline of all waterways in the urban area and Villages.

Rural Area: The part of the city not intended for urban development. It contains a number of important natural resources and is characterized by the dominance of the natural rather than the built environment and the relatively low density of development. Villages are the focus for development in the rural area.

Secondary Dwelling Unit: Additional residential living space, either as a distinct dwelling unit incorporated by interior renovation with an existing detached or semi-detached house or within an accessory garage. Standards may be set out in the zoning by-law to govern compatibility in matters such as parking requirements and exterior amenity areas where appropriate.

Sensitive Natural Areas: Areas including significant natural features and functions.

Severance: The separation of a piece of land to form two new adjoining properties, authorized by consent, as defined by the *Planning Act*.

Significant (*when applied to natural features and functions*): Significant means ecologically important in terms of natural features and functions, representation or amount, and contributing to the quality and diversity of a defined natural area or system. In regard to wetlands identified as provincially significant or Areas of Natural and Scientific Interest, significance is established using evaluation procedures established by the province, as amended from time to time. In regard to other areas and features, significance is determined through application of criteria or assessment methods in the context of systematic studies such as those described in Section 2.4.3 (Watershed and Subwatershed Plans) and Section 3.2.2 (Natural Environment Areas), Section 3.2.3 (Urban Natural Features) and Section 3.2.4 (Rural Natural Features).

Snow Disposal Facility: A public or private, permanent or temporary, facility where snow is placed after being brought to a site from elsewhere.

Solid Waste Disposal Sites: Sites for landfills, incinerators and any other facilities providing for the long-term storage or destruction of municipal solid waste.

Stormwater Site Management Plan: A plan developed for a particular development proposal in accordance with guidance set out in a subwatershed plan where that is available. Generally, site management plans will include details on subdivision stormwater management, specific best-management practices for stormwater, erosion and siltation control and details for enhancement and rehabilitation of natural features.

Subwatershed Plan: A plan initiated by a local municipality, or identified through a watershed plan dealing with water management issues in the area drained by a particular river and its tributaries and forming part of a larger watershed. It will provide a greater level of detail than a watershed plan, including the components identified in Section 2.4.3.

Sustainable Development: A strategy that requires the integration of economic growth, social equity, and environmental management to ensure a better quality of life for everyone, now and for generations to come.

Theme Street: Predominantly linear retail shopping streets and designated in Volume 2 – Central Area Secondary Plan – Central Area Character Areas and Theme Streets, with associated additional land uses, a unique physical character, and a unifying theme.

Threatened Species: Any native species that is at risk of becoming endangered through all or a portion of its Ontario range if the limiting factors are not reversed.

Transitway: A rapid-transit facility in the form of a roadway designed for the exclusive use of buses and other authorized vehicles.

Transit Priority Network: A system of primarily arterial roads upon which transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability.

Unstable Slope: Slope of land that has potential to collapse or slide if development occurs on, or adjacent to, such an area. The landslide condition can result from a variety of reasons, such as the geological makeup of the soil or rock, steepness of slope, the degree of erosion occurring due to natural causes, or as a

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result of human activities and the amount of natural vegetation present in the area. Any single condition or combination of the above conditions may cause slope instability.

Urban Area: Area designated on Schedule A. The urban area is serviced or planned to be serviced by the central systems for water supply and wastewater treatment.

Urban Boundary: The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services.

Urban Design: The process of applying desired functional and aesthetic parameters to the design of the city and its parts.

View: Refers to what can be seen from a particular location, such as a significant building and/or landscape features

View Sequence: A sequence of views of a significant building and/or landscape feature from a series of vantage points along a path or road, such as the sequence of views of the Parliament Buildings and other national symbols from Confederation Boulevard.

Watercourse: A naturally occurring drainage channel which includes rivers, streams and creeks.

Watershed: All lands drained by a river or stream and its tributaries.

Watershed Plan: A plan developed in partnership with municipalities, agencies and residents dealing with broad water management issues in the area of land drained by a particular river and its tributaries. It will provide general direction and objectives for the watershed area and more specific direction for the preparation on subwatershed or site management plans. It will include the components outlined in Section 2.4.3.

Wayside Pit or Quarry: A pit or quarry for a specific contract of road construction that has been authorized by a permit issued to a public authority or any person who has a contract with a public authority.

Wetlands: Include lands that are seasonally or permanently covered by shallow water as well as lands where the water table is close to or at the surface. The four major categories of wetlands are swamps, marshes, bogs and fens.

Wildlife and Wildlife Habitat: Wildlife refers to flora and fauna. Wildlife habitat means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitat of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle and areas which are important to migratory or non-migratory species.

Woodlands: Treed areas that provide environmental and economic benefits such as erosion prevention, water retention, provision of habitat, recreation and the sustainable harvest of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance.

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