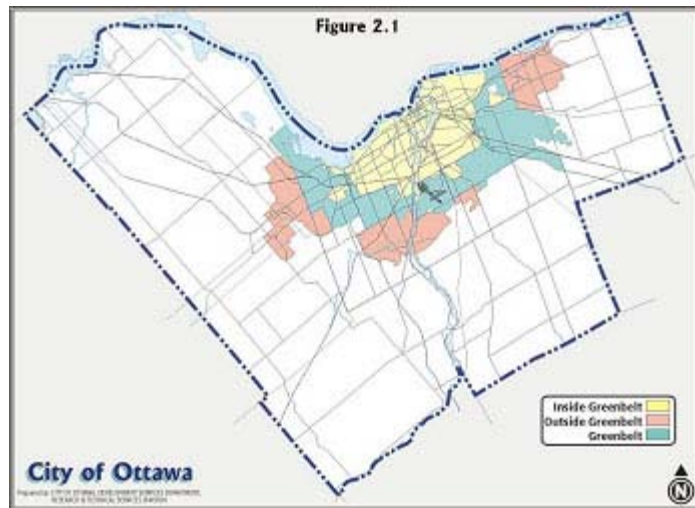


Section 2 - Strategic Directions

Section 2, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 to 25 years.

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 2031 compared to 2006.² 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 approximately 145,000 new homes may be needed in Ottawa within the next 20 years by 2031.



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 Almost 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 over 50 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 employment is expected to grow by about 270,000 170,000 by 2024 2031, with urban job growth slightly higher outside the Greenbelt than inside it (these areas are shown in Figure 1), 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. Projected growth to 2031 in population, households and employment (by place of work) is shown in Figure 2.2 for urban areas inside and outside the Greenbelt and for the rural area.

² City of Ottawa, *Growth Projections for Ottawa: Prospects for Population, Housing and Jobs, 2006-2031*, Department of Planning, Transit and the Environment, November 2007.

Figure 2-2

City of Ottawa Population, 1991 to 2021				
	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				
	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				
	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

Figure 2.2

Projected Growth in Population, Households and Employment, City of Ottawa, 2006 to 2031				
Population				
	2006	2011	2021	2031
Inside Greenbelt	533,000	540,000	562,000	591,000
Outside Greenbelt, urban	252,000	291,000	367,000	432,000
Rural	86,000	91,000	102,000	113,000
Total	871,000	923,000	1,031,000	1,136,000
Households				
	2006	2011	2021	2031
Inside Greenbelt	233,000	243,000	264,000	284,000
Outside Greenbelt, urban	89,000	107,000	141,000	170,000
Rural	30,000	32,000	38,000	43,000
Total	351,000	382,000	443,000	496,000
Employment				
	2006	2011	2021	2031
Inside Greenbelt	432,000	457,000	482,000	506,000
Outside Greenbelt, urban	72,000	95,000	128,000	162,000
Rural	25,000	26,000	30,000	35,000
Total	530,000	578,000	640,000	703,000
Notes:	1. Totals may not add due to rounding. 2. 2006 figures are estimated actual; other years are projections. 3. Population and households are adjusted for Census undercounting; population includes institutional residents. 4. 2006 employment based on City of Ottawa Employment Survey, adjusted for undercounting.			

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. This direction will also contribute to the needs of an aging population by enhancing accessibility to health services and

community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will be compact and efficient from a servicing point of view. [OMB decision #1582, June 17, 2005]

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~~ The City will continue to support growth in Villages to enhance their vitality, with provision for Village expansion where it is economically feasible and environmentally sound.
- Growth in the 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*City of Ottawa, Population, Employment, Household and Dwelling Projection, 1996-2031 (May, 2001), The Centre for Spatial Economics.*

2.2 – Managing Growth

Ottawa is unique among Canadian cities because its boundary takes in an urban area, comprising many new and old communities, surrounded by a large and varied countryside. There are 26 villages scattered throughout this countryside ranging in size from less than a hundred to more than 5,000 people. The rural landscape also contains a number of hamlets, subdivisions and scattered development. These urban and rural communities are part of the overall fabric of the city and are valued for their contribution to the persona of the city as a whole.

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.~~

The balance of the City's growth will occur in the rural area as a mix of uses in villages and as a range of rural-related uses and limited residential development elsewhere. Ottawa's rural villages are people-oriented communities. They are low in density and small in size. These are qualities that village residents value and expect to persist. Many of these villages act as service centres for the surrounding rural area, providing businesses, schools, churches and community facilities. Many urban residents know villages for their country markets, rural fairs, heritage buildings and hockey arenas. Villages also provide for a lifestyle choice that is different from living downtown or in the suburbs or on an isolated rural lot. But, as in these other places, village residents are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities. The character of villages will be cherished and preserved as part of the defining character of the city as a whole.

Ottawa will continue to change and to prosper. The urban areas will grow, as will many of the villages.

2.2.1 – Urban Area and Village Boundaries

The majority of future development will occur within the urban boundary and within the 26 villages designated in this Plan. The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services. Village boundaries define the land area that will be used for village purposes within the planning period or beyond. The land within the urban boundary represents a 20-year supply of urban land. The *Provincial Policy Statement* requires the City to designate enough land for urban development to meet the demand projected for a time horizon of up to 20 years. Sufficient land is designated in the Official Plan to meet the demands for a range and mix of employment opportunities, housing and other land uses to meet the projected needs for 20 years. Decisions about when and where to extend the boundary these boundaries have major implications for public spending on infrastructure, for impact on resources and for the structure and character of communities, 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. [Ministerial Modification 1, November 10, 2003]

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

Urban Boundaries

1. The City will accommodate growth by directing it to approximately 90% of its growth in 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 urban 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 achievement of the intensification target as identified in Section 2.2.2, policy 5, of this Plan. An urban expansion will only be considered if the intensification target of this Plan have been met.
 - f. 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 The evaluation will assess:
 - 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 ability of existing or planned infrastructure to support the development of this expansion area. Infrastructure includes such matters as pipes, roads, transit, community resources and greenspace.

- c. 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;
 - d. 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;
 - e. 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 and a subwatershed plan or environmental management plan.
- ~~7. Lands designated Future Urban Area on Schedules A and B shall be subject to the policies of Section 3.11 of this Plan. [OMB decision #2711, September 26, 2006]~~

2.2.2 – Village Boundaries

Policies

8. The City will accommodate approximately 50% of rural growth in Villages designated on Schedule A, where community facilities, commercial facilities and schools already exist or can be efficiently provided.
9. Sufficient land will be provided within village boundaries to provide for a 10-year requirement for housing, employment and other purposes.
10. Every five years the City will undertake a comprehensive review to assess the need to designate additional village land to meet its requirements. This assessment will consider such matters as:
 - a. The demand for land for housing and employment in villages
 - b. The supply of developable land within all villages and its potential to be developed.
11. When preparing a community design plan for any particular village, Council may consider the need for expansion of that village, but only within the framework of a comprehensive review of all Villages and the need for additional land.
12. ~~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:~~ If the assessment indicates a need for additional village 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 ability of existing or planned infrastructure to support the development of this expansion area. Infrastructure includes such matters as pipes, aquifers, roads, transit, community resources and greenspace.
 - b. *[former policy 1a), unchanged]* 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, there must be sufficient evidence 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.

- c. *[former policy 1b), unchanged]* The ability of the proposal to meet the rural servicing requirements described in Section 4.4.
 - d. 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;
 - e. The effect of the proposed change on the structure and character of the Village and the provision of municipal services there.
 - f. 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;
 - g. The proximity of the proposed expansion to the urban boundary.
 - h. Any other effect the designation would have on the City's ability to achieve the policies in this Plan.
13. 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 2.2.2– 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.~~

Since the early 1990s municipal governments in the Ottawa area and across North America have promoted intensification as a strategy to manage growth in a sustainable way. In principle this strategy makes the best use of existing services and facilities. It has the least impact on agricultural land, mineral resources and protected environmental areas by decreasing the pressure for urban expansions. Generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city. More vibrant, accessible and 'complete' communities are more compelling places to live. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle, such as climate change. And because Ottawa has an aging population, a more compact urban form will offer greater accessibility and place a wider choice of goods and services close at hand. Consequently, the policy direction of this Plan is to promote an efficient land-use pattern within the urban area through intensification of locations that are strategically aligned with the transportation network, particularly the rapid transit system, and to achieve higher density development in greenfield locations. In accordance with the Provincial Policy Statement, this Plan contains policy direction for the establishment of minimum intensification and density targets within the urban area.

Physically, the pattern of intensification described by this Plan is one of a series of nodes and corridors. The Central Area is the focus, serving both as the symbolic heart of the nation and the economic and cultural nerve centre of the city. The Central Area contains the highest density development pattern in the entire city. Radiating out from the downtown is a linear network of Mainstreets. These streets perform a dual role. They carry cross-town commuters and attract shoppers from all over the city. At the same time, they act as the primary service corridors, meeting place, and residence for the many who occupy

the numerous neighbourhoods that lie along their path. Complementing and at times paralleling these linear arteries is the dedicated rapid transit system whose major stations anchor nodes of dense development, designated as Mixed-Use Centres and Town Centres. These concentrations act as mini downtowns, seeking to take full advantage of the volume of transit riders that pass through by providing complementary high density, high rise employment and residential development opportunities. Land uses around stations should serve as both origins and destinations of trips. This Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use, in both directions in which the line runs throughout the day.

Consequently, 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 within Mixed Use Centres 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. [Amendment 28, July 13, 2005]

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 lands designated 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. By directing major intensification to the Central Area, along Mainstreets, and within Mixed-Use Centres and Town Centres in association with the transportation network, the stability of neighbourhoods within the General Urban Area is enhanced. Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.

The quality of the built environment is a significant cornerstone of intensification. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. This Plan requires that intensification proposals have full regard for the existing built context and a full understanding of the impacts the proposal will have on both the immediate and wider surroundings. Consequently, this Plan calls for excellence in urban design and architecture, both in the public and private realms.

The quality of the greenspace environment is also significant. A greenspace network of natural lands and open space and leisure lands provides additional structure to the urban area and promotes a healthy lifestyle. The designation of the major elements of this network in this Plan and other policies for environmental protection and the provision of public parks, will ensure that intensification respects the boundaries of the greenspace network and pursues opportunities to extend and strengthen it.

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, but does not include lands designated as Employment Area or Enterprise Area where the proposal for intensification or infill would introduce uses not otherwise permitted by this Plan; (School sites are generally not included in this category and will be treated on a site-specific basis); [OMB decision #2649, September 21, 2006]
- 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.~~
 - d. ~~For all housing forms, the City will support 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. [Ministerial Modification 2, November 10, 2003]~~~~
 9. ~~Notwithstanding the above, policy 6 does not apply to the lands known municipally as part of 1001 Klondike Road. [Amendment # 53, April 25, 2007]~~

Policies

Definition of Intensification

1. Residential intensification means intensification of a property, site or area that results in a net increase in residential units or accommodation and includes:
 - a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;

- b. The development of vacant or underutilized lots within previously developed areas;
 - c. Infill development;
 - d. The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
 - e. The conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.
2. Employment intensification means intensification of a property, site or area that results in a net increase in jobs and/or gross floor area and may occur by:
- a. Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
 - b. Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
 - c. Infilling of vacant or underutilized land within employment areas;
 - d. Replacing uses with a low number of employees with uses having a higher number of employees.
3. *[former policy 1, modified]* All intensification of land uses will occur in accordance with the ~~criteria set out in~~ provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility, and with Section 4.6.1, Heritage Buildings and Areas, when occurring in a Heritage Conservation District designated under the Heritage Act. ~~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.~~

Target Areas for Intensification

4. Target areas for intensification are focused on major elements of the Rapid Transit Network.
- a. Target areas include the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres defined on Schedule B;
 - b. Arterial Mainstreets inside the Greenbelt are designated in the Transportation Master Plan as Supplementary Transit corridors. As such, the intent of the Plan is to guide their development toward denser and more urban forms that will support frequent transit service and prepare them for higher order transit in the future.

Setting Intensification and Density Targets

5. The City's target for intensification, defined as the minimum proportion of new residential growth in the urban area to be achieved through intensification, is 40% of new dwellings, averaged over the period 2006-2031. The target will be 36% between 2006 and 2011, 40% between 2011 and 2021, and 44% between 2021 and 2031.
6. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.4 and applied to those target areas with the greatest potential to support the rapid transit network:
- a. The Central Area;
 - b. Mixed-Use Centres at locations that coincide with key transfer stations between LRT and BRT;
 - c. Mixed-Use Centres where a large amount of development exists today;
 - d. Town Centres, where intensification is required to eventually support the extension of light rail. It is not anticipated that these targets will be reached by 2031;
 - e. Arterial Mainstreets inside the Greenbelt.
- Not all Target Areas will achieve this target by 2031.

Figure 2.3 – Density Targets

Designation	2006 Density*	Minimum Target density*	
		At 2031	Post-2031
Central Area	395	500	
Mixed-Use Centres			
Tunney's-Quad	207	250	
Lees	167	250	
Bayview-Preston	142	200	
Blair-174	106	200	
Baseline-Woodroffe	96		200
Hurdman	54		200
Confederation Heights	73		200
Billings Bridge	130	120	
Cyrville	45	120	
Industrial	42		120
Town Centres			
Orléans	48		120
Kanata	33		120
Barrhaven	11		120
Arterial Mainstreets			
Richmond (north of Carling)	217	200	
Carling	183	200	
St. Laurent	92	120	
Bank	79		120
Merivale-Clyde-Baseline	50		120
Montreal East	41		120

*people and jobs per gross hectare

7. For those locations identified in Figure 2.3, all new development within the boundary of the designation, other than those of a minor nature, will be required to meet these density targets. Minor exceptions may be considered where a proposed development is providing transition within the Mixed-Use Centre adjacent to a low density residential community.
8. The City will also establish minimum residential targets to reside outside the Plan in areas
 - a. Designated on Schedule 'B' as Mixed-Use Centre, Town Centre and Arterial Mainstreet but not addressed in Figure 2.3;
 - b. Designated Traditional Mainstreet and Arterial Mainstreet but not addressed in Figure 2.4.
9. Where minimum density targets are to be established in an area that falls within a Heritage Conservation District designated under the *Heritage Act*, the minimum density and residential targets will have regard for the guidelines of Heritage Conservation District Plans.
10. The City will monitor and report annually on the pattern and amount of residential and non-residential intensification and relate it to the assumptions upon which the citywide and minimum targets associated with the target areas are based. The contribution of the intensification achieved within the target areas to the city-wide target will be monitored annually. Adjustments will be considered during the five-year review of the Official Plan.

Implementation of Intensification and Density Targets

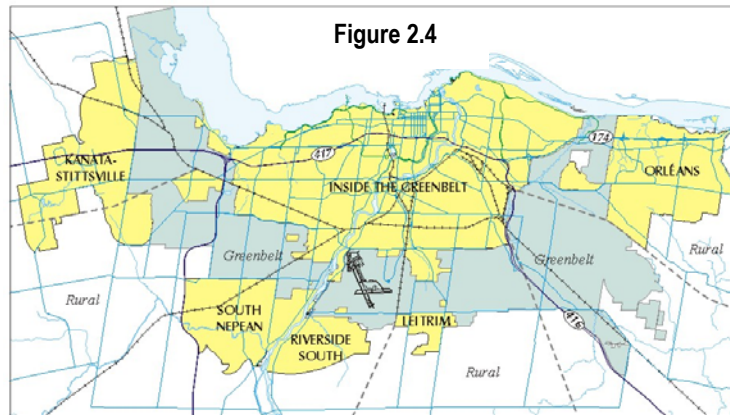
11. In support of the above noted minimum intensification and density targets and for all lands in the target designations:
 - a. The zoning applying to the target areas will be reviewed and amended to enable achievement of the minimum targets.
 - b. Community design plans and secondary plans related to the target areas will be reviewed and amended to enable achievement of the minimum targets.
 - c. Development applications will be assessed against the minimum targets within the context of all other policies of this Plan.
 - d. All development will be required to achieve a high standard of urban design.
12. *[former policy 4, modified]* To promote compact, mixed-use development and achieve the density targets, the City will:
 - a. Lead discussions with all internal and external stakeholders (including school boards and utilities) with a view to addressing technical, regulatory and design matters in a way that will allow the City's intensification strategy to be successful.
 - b. Investigate financial incentives for residential development within mixed-use projects;
 - c. Strategically review the use of municipally-owned lands, except land zoned for environmental or leisure uses, to facilitate compact and mixed-use development;
 - d. 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; Establish maximum limits for the provision of on-site parking, consider waiving minimum parking requirements, maximize opportunities for on-street parking, and consider target designations as priorities for the creation of municipal parking structures;
 - e. Initiate partnerships Partner with others in building commercial and residential development over transit stations, municipal parking structures, municipal offices and facilities, or locations where density targets are set out in this Plan;
 - f. Negotiate an increase in building density or height in exchange for developing municipal facilities, transit stations, and public cultural facilities;
 - g. Focus the delivery and coordination of enhanced pedestrian environments in and around the City's design priority areas as identified in S.2.5.1 of this Plan;
 - h. Establish minimum building heights in the Zoning By-law within Mixed-use Centres, Town Centres and Mainstreets as community design plans are completed for these areas.
 - i. Identify the target areas as a priority for the provision of increased public transit service.
 - j. Implement a capacity management strategy to evaluate the condition and capacity of piped infrastructure in the areas targeted for intensification and set priorities for improving capacity. Development Charges should cover the portion of the cost of infrastructure improvement that is required to support intensification.
 - k. In addition to the initiatives set out in policy 13 above, when carrying out community design plans, the City will set priorities and funding sources for the delivery of public facilities such as community centres, parks and various municipal programs that may be required to support intensification.
 - l. While the achievement of minimum intensification targets on Arterial Mainstreets represents a longer-term potential, those Arterial Mainstreets located inside the Greenbelt will be considered to have priority for municipal upgrades over those outside the Greenbelt. On Arterial Mainstreets, carry out measures to enhance the pedestrian environment and public realm, such as tree planting, improved sidewalks, and other streetscape improvements, as well as traffic calming measures to help transform these streets from wide, automobile-oriented streets, to urban avenues that exhibit more liveable conditions.
 - m. *[former policy 9, unchanged]* For all housing forms, the City will support 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. [Ministerial Modification 2, November 10, 2003]

Intensification Outside of Target Areas

13. *[former policy 3, modified]* The City also 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 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, but does not include lands designated as Employment Area or Enterprise Area where the proposal for intensification or infill would introduce uses not otherwise permitted by this Plan; (School sites are generally not included in this category and will be treated on a site-specific basis); [OMB decision #2649, September 21, 2006]
 - b. 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;
 - c. Lands currently or formerly used as parking lots or other extensive storage purposes;
 - d. Lands where records indicate existing contamination due to previous commercial or industrial use, but which can be made suitable for development if cleaned up.
14. The interior portions of stable, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Section 4.11, policy 8). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal.
15. *[former policy 6, unchanged]* 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.
16. *[former policy 7, unchanged]* 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.
17. *[former policy 10, unchanged]* Notwithstanding the above, policy 15 does not apply to the lands known municipally as part of 1001 Klondike Road. [Amendment # 53, April 25, 2007]
18. In addition to the foregoing, regard shall be had to Policy 20 below.
19. Development in greenfields will occur at densities higher than densities achieved in greenfields in the past. In this regard, the provisions of policies 4.a) and b) of S.3.6.4 will apply. Development of single detached dwellings in greenfields will meet a minimum density target of 26 units per net hectare. Overall residential development in greenfields will meet a minimum density target of 32 units per net hectare.
20. Policies on where tall buildings will be considered are found in Section 4.11 of this Plan.

Employment

21. *[former policy 5, modified]* 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 4.



22. The City encourages intensification of jobs within areas designated Central Area, Mixed-Use Centre, Town Centre, Traditional Mainstreet, Arterial Mainstreet, Employment Area and Enterprise Area on Schedule B of this Plan in accordance with the foregoing policies on targets set out in Figure 2.3.
23. Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will be located in areas with existing or planned higher order transit service, particularly those served by stations on the Light Rail and Bus Rapid Transit corridors. The City will permit Major Office Development in the following locations:
 - a. Central Area;
 - b. Mixed-Use Centres
 - c. Town Centres
 - d. Traditional Mainstreets and Arterial Mainstreets with access to the Rapid Transit Network as shown on Schedule D of this Plan
 - e. Employment Areas or Enterprise Areas with access to the Rapid Transit Network as shown on Schedule D of this Plan or which are located adjacent to a 400 series highway.
24. Major Office Development will play a fundamental role in supporting and increasing the ridership of the Primary Rapid Transit Network. As such, and in support of achieving a compact building form, the City may establish maximum limits for the provision of on-site parking, require parking to be located in structures or below ground, or waive minimum parking requirements when considering applications for Major Office Development.
25. The City will plan for, protect and preserve lands for current and future employment uses and will discourage the removal of employment lands for other uses. For the purposes of this policy, employment lands include Employment Areas and Enterprise Areas designated on Schedule B. Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review of this Plan initiated by the City every five years as required by the *Planning Act*. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert employment lands will be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion.
26. A comprehensive review will consider such matters as:
 - a. The direction and information contained in the Council-approved Employment Lands Strategy;
 - b. The availability of land already appropriately designated or zoned for the proposed non-employment use;
 - c. The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;
 - d. The distribution of employment land throughout the city, including the desire of the City to create complete communities by balancing job and housing opportunities in all urban communities outside the Central Area and to achieve a ratio of at least 1.3 jobs per household, reflected in the

- amount of land designated for employment and residential development within each of the urban communities outside the Greenbelt;
- e. The ability to provide sufficient opportunities for the clustering of areas of like employment;
 - f. The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;
 - g. The preservation of employment lands at strategic locations proximate to 400 series highways, arterial road frontage, and accessibility to rail and airports;
 - h. The preservation of employment lands proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.;
 - i. The preservation of a diversity of employment lands for a variety of employment uses (e.g. light and heavy industrial, business park, research campus, etc.);
 - j. The demand that proposed non-employment use(s) will create for additional municipal amenities and services in addition to those required by employment uses and the cost of providing same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in 'k' below;
 - k. The impact that non-employment use(s) would have on the viability of any remaining employment lands with regard to matters such as:
 - i. Incompatibility of land use,
 - ii. The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site,
 - iii. Affordability (e.g. land and lease costs) for employment purposes,
 - iv. Market acceptance/competitiveness (attractiveness of the employment lands in the marketplace for continued development for employment uses),
 - v. Removal of key locations for employment uses,
 - vi. Reduction or elimination of visibility of employment lands or uses,
 - vii. Reduction in optimum size (of either individual employment land parcels or the overall employment area),
 - viii. Interference with the function of the employment lands (e.g. restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation),
 - ix. Accessibility to the employment lands,
 - x. Ability to provide for a variety of employment options, parcels,
 - xi. Maintenance of the identity of the employment uses or area, and
 - xii. The potential contribution made by employment lands to the Greenspace Network referred to in Section 2.4.5 policy 5.
27. Policy 25 above will not apply in the case of an application to permit residential uses in and Enterprise Area, which will be governed by the policies of S.3.6.5 of this Plan.
28. [Former policy 5, S.3.6.5, modified] Prior to carrying out the five year review of this Plan, the City will undertake has adopted an employment lands strategy to evaluate such aspects as long-term employment and land supply, the operation and evolution of the marketplace economy and the City's city's role in it, job location trends by employment activity sector, the continuing role of the areas identified as being primarily for employment purposes and other areas in which jobs locate, and other key considerations in the protection of locational opportunities for employment in the City. The Employment Lands Strategy will be reviewed every five years as part of the comprehensive review of this Plan.

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 should emphasize both mobility and 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. [OMB decision #1582, June 17, 2005]

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.

This Plan encourages 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. [OMB decision #1582, June 17, 2005]

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.

A clear objective of this Plan is 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 (2005) of 23 of 17 per cent of total passenger trips using motorized modes (transit or automobile) to about 30 per cent by 2031 2024 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. [OMB decision #1582, June 17, 2005]

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 Transportation Master Plan (2008 update) will still be needed to accommodate projected traffic volumes in 2031. 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 2024.

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.

City Council has adopted a Transportation Master Plan (TMP) to implement the policies expressed in this Plan. The TMP 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 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 identifies 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. [Amendment 14, September 8, 2004] [OMB decision #1582, June 17, 2005]

In keeping with the Transportation Master Plan, the City will seek to achieve the following increases in the share of morning peak-hour travel by pedestrian, cycling and public transit modes by 2031 2024:

- Walking modal share of all person trips – from 9.6 per cent in 2005 2004 to 10 per cent in 2031 2024;
- Cycling modal share of all person trips – from 1.7 per cent in 2005 2004 to 3 per cent in 2031 2024;
- Public transit – from 23 47 per cent of total motorized trips in 2005 2004 to 30 per cent in 2031 2024.

Figure 2.5 – Projected Transit Modal Splits — Screenlines

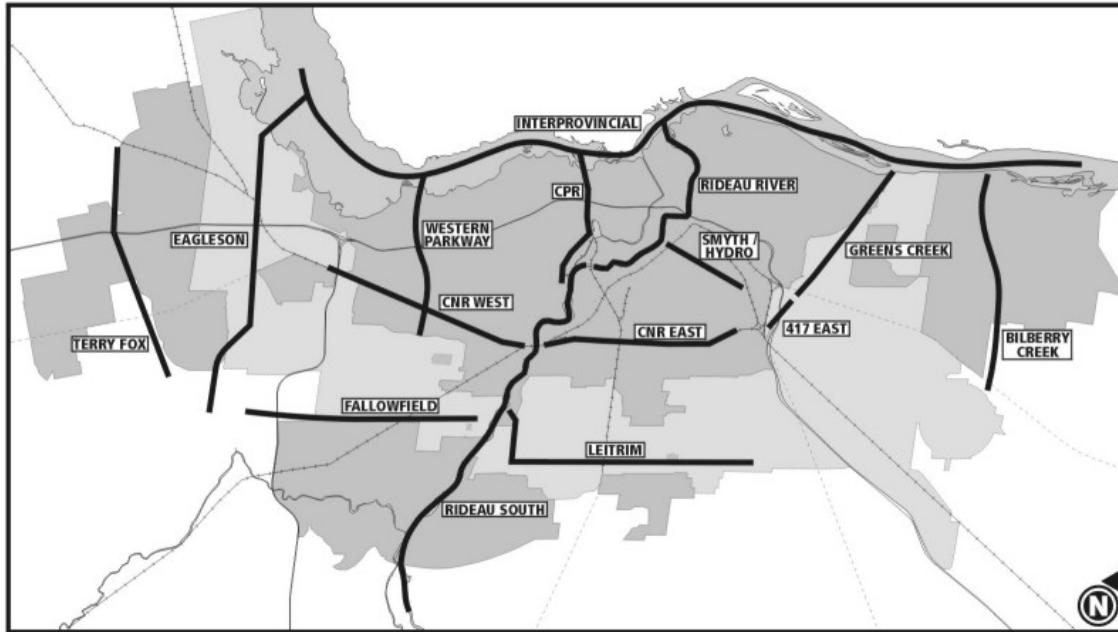
Screenline*	(Proportion of travel by motorized modes, afternoon peak hour, peak direction)	
	Transit Modal Split	
	2008 2002	2031 2024
Rideau River	28%	50%
CPR	30%	49%
Total: Inner Area Cordon	29%	50%
Green's Creek	33%	41%
417 East (2000)	0%	0%

(Proportion of travel by motorized modes, afternoon peak hour, peak direction)		
Screenline*	Transit Modal Split	
	2008 2002	2031 2024
Leitrim	1%	32%
Fallowfield	9%	31%
Eagleson	15%	38%
Total: Greenbelt Cordon	17%	34%
Interprovincial**	16%	36%
CNR West	15%	36%
CNR East	18%	41%
Western Parkway (1996)	15%	41%
Terry Fox (1996)	3%	34%
Rideau South	6%	25%
Bilberry Creek (1996)	20%	35%
Smyth / Hydro (2001)	29%	43%

* All 2002 data shown correspond to actual 2002 counts unless otherwise noted

** Interprovincial screenline projections are preliminary estimates subject to refinement through future work with the City of Gatineau and the National Capital Commission [OMB decision #1582, June 17, 2005]

Figure 2.5 – Projected Transit Modal Splits — Screenlines (continued)



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. [Amendment 14, September 8, 2004]

Transportation Demand Management

2. The City will implement a comprehensive Transportation Demand Management (TDM) program as part of its 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. [OMB decision #1582, June 17, 2005]
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 **Area Traffic Management programs** ~~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 car flow, or to provide priority to transit vehicles. [OMB decision #1582, June 17, 2005]

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 ensure that pedestrian safety is a high priority in the selection and configuration of traffic control device. [OMB decision #1582, June 17, 2005]
10. 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.
11. 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

12. 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.
13. 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.
14. 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.
15. 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 Ottawa Cycling Plan 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, Pathway Network for Canada's Capital Region 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 multi-use recreational pathways, identified on Schedules I and J, may also be used by commuter cyclists.
16. [Former policy 17, unchanged] 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 implement the Ottawa Cycling Plan, which outlines infrastructure requirements and programs to encourage people to cycle such as the expansion of the cycling network in urban and rural areas and the continuance of support for cycling education. 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.~~

18. 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

19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. The City will pursue partnerships with the private sector to develop lands at or over transit stations and park-and-ride facilities.
27. 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.
28. The City will work with the City of Gatineau and the federal government to improve transit service between the Cities of Ottawa and Gatineau and investigate means to reduce the use of King Edward Avenue and Rideau Street as bus waiting areas. Pending completion of the Interprovincial Rapid Transit EA Study, the City will protect for the possible inclusion of exclusive rapid transit services across such bridges as the Lemieux Island Rail Bridge, the Portage Bridge, the Chaudière Bridge, or other locations as may be identified in the environmental assessment. [OMB decision #1582, June 17, 2005] [OMB decision #2787, October 24, 2005]
29. 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 Corkstown Bridge over 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

30. 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.
31. 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.
32. 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.
33. 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.
34. 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.
35. 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.
36. The City will ensure that road corridors function as public spaces in Ottawa by implementing approved corridor or street design guidelines, including those for road classification types and for heritage districts, tourist areas and business improvement areas. ~~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.
37. 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.
38. The City recognizes the role of Ottawa Road 174 as an important rural arterial roadway and as a consequence, new accesses along this roadway will generally not be permitted, particularly when ~~shared or joint access points are possible, or alternative road access may exist.~~
39. *[Former policy 41, unchanged]* 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.
40. Provincial highways are the core elements of the City transportation system. In considering prospective changes to the provincial highway network, the City would likely favour actions to improve

road safety and reduce emissions, but it is not likely to favour actions that have substantial neighbourhood impacts or increase congestion on parallel or intersecting streets. [OMB decision #1582, June 17, 2005].

Other Rights-of-Way Protection

41. The City will purchase surplus railway rights-of-way and select utility (e.g., hydro line) corridors and will consider purchasing spurs, and other associated railway corridor properties 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.
42. The City will not close and sell unopened road allowances, lanes or roads 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 or, as outlined in Section 2.4.5, public access to the shore of a water body. [Amendment 14, September 8, 2004]
43. When utilizing the dedication of lands for highway requirements, the City may also include the dedication of lands for pedestrian pathways, bicycle pathways and public transit right-of-ways.

Parking

44. The City maintains the following strategic objectives related to parking:
 - a. To provide short-term parking that supports the vital interests of local businesses, institutions and tourism destinations;
 - b. To limit the supply of long-term parking to levels that balance the needs of automobile users with the City's transit ridership objectives, while minimizing spill-over parking in residential areas;
 - c. To minimize the amount of land devoted to parking uses through shared parking arrangements and the use of parking structures. [OMB decision #1582, June 17, 2005]
 - d. To regulate both the minimum and maximum parking requirement for development within 600 metres of rapid transit stations, not only in Mixed-Use Centres and the Central Area but wherever such facilities exist or will be constructed in the near future.
45. The City will develop a Parking Management Strategy by ~~early 2009~~ ~~the end of 2006~~, which will:
 - a. Support the City's strategic parking objectives outlined above; [OMB decision #1582, June 17, 2005]
 - 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.
 - g. In consultation with community associations, local businesses and other interested parties, the City will review current policies regarding residential on-street parking permits and consider options to balance the needs of the community, businesses, and others; [OMB decision #1582, June 17, 2005]
 - h. Investigate means to incorporate reduced parking requirements for long term parking into its zoning by-law, where specific criteria are satisfied that contribute to walking, cycling and transit use. [OMB decision #1582, June 17, 2005]
46. 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.
47. 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

48. 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.
49. 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. See also, policy 8 in Section 3.6.6 on the Central Area. [OMB decision #1582, June 17, 2005]

Transportation Terminals

50. The City will provide convenient road and transit access to all major inter-city passenger terminals (airport, train and bus stations).
51. 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.
52. 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~~ **The City owns and operates** 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~~ **treatment**.

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 and **stormwater management** 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 both public water and wastewater services, except as provided for in Policies 9 and 10.
 - ~~1. 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.~~
2. In order to provide sufficient water and wastewater system capacity to assist in meeting the City's intensification targets inside the Greenbelt, the City will:
 - a. 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;
 - b. Promote intensification and infill where sufficient water and sewer capacity is available or can be provided to support the magnitude of the resulting growth;
 - c. Identify growth constraint areas where the risk of wet weather flow conditions could lead to greater occurrence of basement flooding;
 - d. Fully integrate infrastructure assessment and system solutions with the development of community design plans and other planning studies for areas inside the Greenbelt;
 - e. Permit intensification and infill to proceed in a phased manner consistent with the policies in Section 6, Managing Capacity to Support Intensification and Infill, of the Infrastructure Master

Plan (IMP) in conjunction with other policies of the IMP and the target and phasing policies of the Official Plan.

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: to provide for the growth management strategies of the Plan for the urban area.
5. The City may provide for the creation of new Public Service Areas in the rural area where public services have been deemed to be the appropriate solution in the following circumstances:
 - a. To 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 options, including costs and benefits, and public water or wastewater services.~~
 - ii. The community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
 - iii. The community design plan establishes a definition of a Public Service Area boundary and the terms of provision of service,
 - iv. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
 - v. The community design plan is adopted by amendment to this Plan and the boundaries of the Village or boundaries of the serviced area within the Village are amended on Schedule A;
 - b. 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 community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
 - iii. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs are established to the satisfaction of City Council,
 - iv. A definition of the Public Service Area boundary and the terms of provision of service are established (i.e., in the environmental assessment);
 - c. 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 community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
 - iii. The mechanisms for financing capital costs, operating costs and infrastructure replacement reserve costs is established,
 - iv. The definition of the Public Service Area boundary and the terms of provision of service are established.
 - d. Areas adjacent to public water and wastewater services but outside of any defined Public Service Areas are not permitted to connect to public services.
 - e. 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.

- ~~f. 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.~~
- g. Notwithstanding the policies of clause 2.3.2, development on the properties known municipally as 800 and 848 Cedarview Road, and 4497 O'Keefe Court (legally defined as Part of Lots 22, 23, 24 and 25, Concession 4, Rideau Front, former City of Nepean), located outside the urban boundary, will be permitted to connect to the potable water service. {Amendment #57, November 28, 2007}

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

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

Partial Services

The intention of this Plan is to ensure that where public services are provided, that this include both public water and public wastewater. However, some rare exceptions may occur.

Policy

- 7. Partial Services shall only be considered in the following circumstances:
 - a. Where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;
 - b. Within the urban area and in villages where development on partial services already exists and the proposal constitutes minor infill;
 - c. Where the area is a privately serviced area within a Public Service Area, as described in Policy 9, and concurrent water and wastewater servicing is not feasible.

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

8. 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. Land-use change creates the need for drainage services to ensure safe, well-drained sites. The provision of storm sewers to efficiently convey frequent runoff is combined with overland flow (or surface) routes that convey larger, less frequent flows that exceed storm sewer capacity. This ‘major/minor’ system approach to drainage provides protection from flooding in new developments.

Uncontrolled stormwater runoff can also impair aquatic habitat, increase erosion threats and limit the recreational potential of local rivers and streams. Beyond protecting life, property and infrastructure from flooding, stormwater management services are also required to mitigate the impacts of land-use change on receiving watercourses.

The provision of appropriate drainage and stormwater management services requires coordination with land-use planning, and assessment of receiving watercourses, environmental features and natural hazards, all of which is typically achieved through environmental management plans and subwatershed plans. Policies for these plans and stormwater site management plans are found elsewhere in this Plan.

As noted above, the Infrastructure Master Plan provides a comprehensive statement of the City's stormwater management policies. These policies cover established practices as well as identify new directions for stormwater management planning, in particular:

- Planning for stormwater retrofit; and
- Requiring increased efforts to reduce runoff volumes.

Stormwater retrofit planning is required to address the cumulative impacts of infill/ redevelopment in areas of the city that developed without stormwater management. Requiring increased efforts to reduce runoff volumes reflects the growing body of science that indicates conventional stormwater management efforts (peak flow controls) are not always sufficient to maintain the long-term health and stability of receiving watercourses.

Policies

1. Development will be in accordance with the system capacity for drainage and will implement stormwater management and where relevant, will conform to stormwater site management plans, the Infrastructure Master Plan and community design plans practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse.
2. In order to mitigate the impacts of intensification on receiving watercourses inside the Greenbelt, the City will:
 - a. Fully integrate the assessment of receiving watercourses and required mitigating works with the development of community design plans and other planning studies for areas inside the Greenbelt;
 - b. Develop a citywide stormwater management (SWM) retrofit plan to identify and prioritize SWM retrofit projects.

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 the impacts ~~in one municipality are experienced by its neighbours~~ on those systems.

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 2004 the City adopted a city-wide strategy for reducing a corporate policy prohibiting the cosmetic use of chemical pesticides on private City outdoor 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;
- Emphasizing walking, cycling and transit as pivotal transportation modes in reducing the city's energy consumption, improving air quality, and minimizing the overall demand for land and other resources;
- Implementing the development review requirements described in Section 4 of this Plan, to ensure that the impact on natural features and functions is minimized. [OMB decision #1582, June 17, 2005]

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 these 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 the attractiveness of transit, walking and cycling as compared to the use of the private automobile; [OMB decision #1582, June 17, 2005]
- Design provisions for energy conservation;
- Maintaining and enhancing forest cover and treed areas and protecting wetlands as carbon sinks and natural filters of pollutants.

Good air quality is critical to maintaining environmental and human health. Air quality concerns in Ottawa relate primarily to particulate matter, resulting largely from transportation sector emissions.

Air quality and climate change are related issues, in that they share some common causes and solutions in the context of land-use planning. Climate change is one of the critical environmental challenges facing

the world and measures to both reduce GHG emissions (mitigation) and prepare for the impacts of climate change (adaptation) need to be incorporated into all levels of City decision-making including the Official Plan and related Master Plans.

The City has made a commitment to reduce greenhouse gas emissions in both corporate operations and at the community level. Emissions are monitored and targets set and revised through the Environmental Strategy and the Air Quality and Climate Change Management Plan.

The Official Plan makes a significant contribution to reducing emissions and adapting to climate change through its support for sustainable growth management and transportation policies, support for measures such as renewable energy which reduce the impact of the built environment, and support for energy-efficient and green design measures.

Policies

1. The City will reduce GHG emissions in the development and building sector by:
 - a. Promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans.
 - b. Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.
 - c. Facilitating and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.
2. The City will reduce air emissions and GHG emissions resulting from the transportation sector by:
 - a. Providing opportunities for the use of energy efficient transportation modes in order to minimize individual motor vehicle travel in favour of walking, cycling and transit.
 - b. Establishing aggressive modal split targets and a transportation demand management program through the Transportation Master Plan and related policies.
 - c. Supporting the Rapid Transit system within the Official Plan through targets and policies for intensification of Mixed-Use Centres at rapid transit stations.
3. The City will take measures to adapt to the effects of climate change by:
 - a. Completing a climate change adaptation strategy
 - b. Considering the potential impact of climate change and adaptation strategies when completing environmental management and sub-watershed plans
 - c. Ensuring that development accounts for potential natural hazards resulting from extreme weather events such as flooding and slope failure
 - d. Reducing the urban heat island effect through landscaping, tree planting, and encouragement of courtyards and innovative green spaces with permeable surfaces and trees and of green building measures such as the use of green roofs, living walls and light coloured building materials

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 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. In Ottawa, most of these significant woodlands and wildlife habitat are designated as Natural Environment Areas and Rural Natural Features and include wetlands that, while not provincially-significant, maintain the natural function of the area. These features, in addition to provincially-significant wetlands, comprise a natural heritage system linked by watercourses and valleylands that extends throughout the urban and rural area and into adjacent municipalities.

The natural heritage system in Ottawa is identified and protected by watershed and other environmental plans, land-use designations, and policies on how land is used to ensure that development does not result in negative impacts on natural features or their functions.

~~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.~~
 - ~~f. 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. The natural heritage system in Ottawa comprises the following significant features and the natural functions they perform:
 - a. Provincially significant wetlands as identified by the Ministry of Natural Resources and designated in the Official Plan;
 - b. Significant habitat for endangered and threatened species, as identified by the Ministry of Natural Resources;

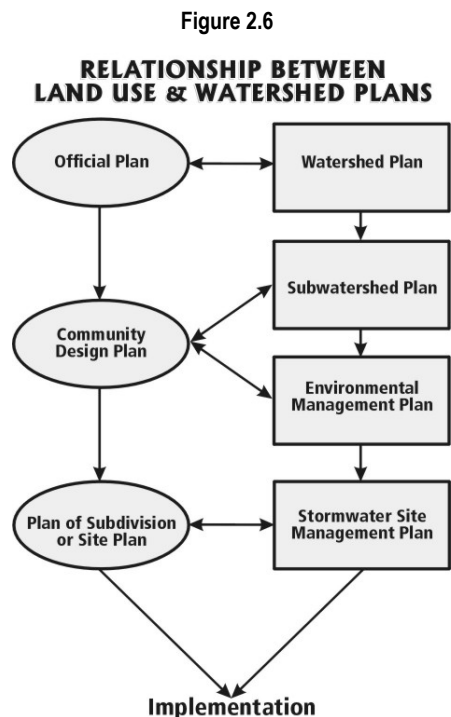
- c. Significant woodlands defined in the rural area as woodlands that combine all three features listed below in a contiguous, forested area:
 - i. Mature stands of trees 80 years of age or older; and
 - ii. Interior forest habitat located more than 100 m inside the edge of a forest patch; and
 - iii. Woodland adjacent to a surface water feature such as a river, stream, drain, pond or wetland, or any groundwater feature including springs, seepage areas, or areas of groundwater upwelling;
 - d. Wetlands found in association with significant woodlands;
 - e. Significant wildlife habitat found on escarpments with slopes exceeding 75% and heights greater than 3 m; or within significant woodlands, wetlands, and valleylands; or that may be identified through subwatershed studies or site investigation;
 - f. Life Science Areas of Natural and Scientific Interest as identified by the Ministry of Natural Resources;
 - g. Earth Science Areas of Natural and Scientific Interest as identified by the Ministry of Natural Resources and other landform features that are unique to Ottawa and are designated on Schedule K;
 - h. Forest remnants and corridors that create linkages among the significant features defined above, but that may not meet the criteria for significance;
 - i. Significant valleylands defined as valleylands with slopes greater than 15% and a length of more than 50 m, with water present for some period of the year, excluding man-made features such as pits and quarries;
 - j. Groundwater features, defined as water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations;
 - k. Surface water features, defined as water-related features on the earth's surface, including headwaters, rivers, stream channels, drains, inland lakes, seepage areas, recharge/discharge areas, springs, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics, including fish habitat.
3. The natural heritage system, as defined in policy 1, is protected by:
- a. Establishing watershed and subwatershed plans as the basis for land-use planning in Ottawa through policies in Section 2.0 of this Plan. These plans may use additional criteria to define significant features that reflect unique characteristics of the area or the presence or relative abundance of the feature within the subwatershed compared with other subwatersheds;
 - b. Protecting the quality and quantity of groundwater through policies in Section 2;
 - c. Designating most significant features as Significant Wetlands, Natural Environment Areas, and Rural Natural Features on schedules within the Plan and setting policies in Section 3 to ensure they are preserved;
 - d. Ensuring that land is developed in a manner that is environmentally-sensitive through the development review process in keeping with policies in Section 4 regarding such matters as design with nature, erosion protection and protection of surface water, and requirements for Environmental Impact Statements.
4. Significant valleylands are protected in this Plan by the provisions in Section 4.7 for slope stability assessments and setbacks from watercourses.
5. Surface water and groundwater features are protected by policies in Sections 2.4 for watershed planning, 4.4 for water and wastewater planning, and 4.7 for environmental protection. The objective of these policies is to protect and improve these features and minimize the potential for negative impacts or degradation to the quality and quantity of water, sensitive surface water features, and sensitive ground water features and their related hydrologic functions resulting from single, multiple or successive development or site alteration activities.
6. Most significant features in policy 2 above are designated on schedules in this Plan. Generally speaking, development within or adjacent to these features will not be permitted unless it is demonstrated through an Environmental Impact Statement that there will be no negative impact on

the feature or its ecological functions. Direction on when an Environmental Impact Statement is required is identified in the policies for each land-use designation. The specific requirements of an Environmental Impact Statement are defined in Section 4.7.8

7. Negative impact with respect to the features defined in policy 2a) to 2h) in this section of the Plan, is defined as degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.

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. The relationship between Watershed plans and land use plans is demonstrated in Figure 2.6. 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 heritage system within the watershed;
- Identify the significant natural features woodlands, wetlands, wildlife habitat and other significant features and linkages within the watershed that need to be protected, along with surface water and groundwater features;
- Assess the potential impacts of existing and future land-use activities, including cumulative impacts, and recommend measures to avoid or mitigate these;
- 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 and Food; 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. [Ministerial Modification 3, November 10, 2003]
3. As a general guide, a watershed plan will contain the following components:
 - a. Identification and assessment of ~~ecological features and resources~~ the natural heritage system within the watershed, including headwater areas and other surface water and groundwater features;
 - 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. Areas where watershed or subwatershed studies have been approved are shown in Annex 2. [Amendment 13, September 8, 2004]

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. As a basis for 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 and therefore should be the first step in planning for land uses. It may proceed in concert with the land-use plan. As a priority, the subwatershed plan will identify the natural heritage system ~~natural areas that are worthy of protection~~ and establish mechanisms to ensure development has no negative impact on the system. ~~secure these areas.~~ 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 the requirement for the subwatershed plan. Where the requirement for the subwatershed plan is waived, the natural heritage system will be identified in keeping with the policies of this Plan along with measures to ensure development has no negative impact on the system. ~~natural areas that are worthy of protection will be identified and mechanisms to secure these lands will be established.~~ [OMB decision #1582, June 17, 2005]
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 natural features and their functions of that comprise the natural heritage systems;
 - b. Subwatershed objectives reflecting the unique qualities of the area and recommendations regarding areas for development and preservation, protection of headwater areas surface water and groundwater features, 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.

Groundwater management is a shared responsibility in Ontario. Groundwater is considered a resource by the Province and there are a number of Ministries with interest and responsibilities including: the Ministry of the Environment, the Ministry of Natural Resources, Agriculture and Food and the Ministry of Municipal Affairs and Housing. The local Conservation Authorities are concerned about groundwater as a resource within their watershed areas and they are leading the development of Source Water Protection Plans under the Clean Water Act. Source Water Protection Plans will address: groundwater recharge areas; wellhead protection areas and other vulnerable sources of groundwater such as wetlands. These Plans are targeted for completion in 2011.

The City's responsibilities regarding groundwater include: the regulation of land use and development that impacts groundwater resources; operation of public drinking water systems including public communal wells and the delivery of public health programs and educational materials.

In 2003, the City will prepare adopted a Groundwater Management Strategy with a two-phased approach to safeguard the integrity of our groundwater resources. In Phase One, the City has been concentrating on the development and preparation of groundwater characterization studies and public education programs. In Phase Two, the City will develop a framework in which to more clearly identify, prioritize, and complete the groundwater management activities outlined in its Groundwater Management Strategy. 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.

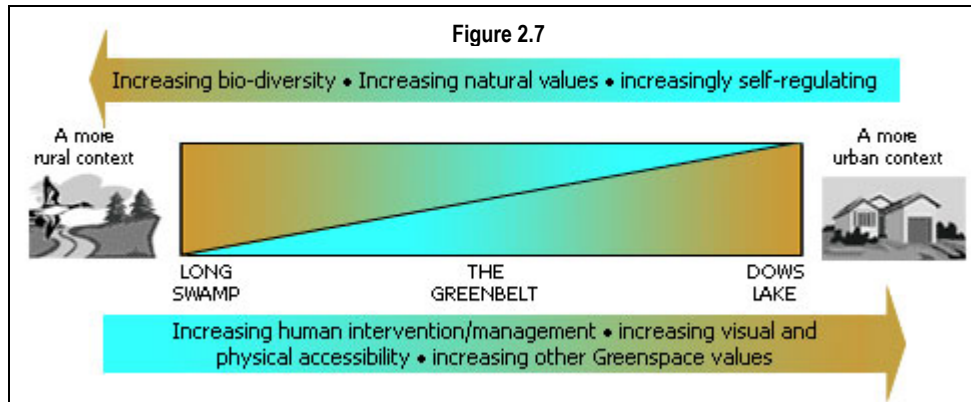
Policies

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.
3. The City will:
 - a. Investigate, identify, record and analyse the extent and characteristics of the groundwater resources;
 - b. Identify and evaluate potential sources of groundwater contamination which arise from a variety of land-use practices and industrial activities;
 - c. Develop and maintain a database, which will provide ready access to, and manipulation of, groundwater data, including geological, hydro-geological, and water quality information and make database information available to the public;
 - d. Ensure that there are current best management practices, protection policies and regulations to guide development so that reliable use and functions of groundwater resources can be maintained;
 - e. Use the information gained through investigation and analysis when reviewing development and building applications under the Planning Act;
 - f. Ensure that programs to inform the community about best practices related to groundwater resource issues are developed and that the community is involved in collective decision-making regarding the protection, preservation and stewardship of groundwater resources and in making wise individual decisions regarding private well and septic matters.

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 2.57. 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.

Ottawa residents value their greenspaces and recognize the contribution greenspace makes to the high quality of living here. As the population of the city grows to 2021, the challenge will be to maintain these high standards as new communities are added and existing neighbourhoods accommodate infill and redevelopment. Through amalgamation in 2001, the city has never been better positioned to meet this challenge, with a single level of government now in place to provide leadership and pursue a single vision for all forms of greenspace in partnership with other levels of government, the private sector and the community.

Council has adopted the *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* to express Council's objectives for urban greenspace: an adequate supply of greenspace, readily accessible to residents as a connected network of high-quality spaces planned and maintained on a sustainable basis. A major accomplishment of the Plan is the mapping and evaluation of all greenspaces within the urban area, the legacy of former municipal governments, the National Capital Commission, and others. The backbone of the master plan is an Urban Greenspace Network, a continuum of natural lands and open space and leisure lands that in time could connect every neighbourhood in Ottawa to a larger network that connects to the Greenbelt and spans the city. Planning greenspaces in relationship to a network:

- Increases accessibility to greenspace throughout the city;
- Helps identify priorities for filling gaps and extending the network;
- Creates a context for planning neighbourhoods and larger communities that include connections to the network;
- Supports sustainability of natural lands within the network.

Lands off the Urban Greenspace Network are also important, particularly the remaining natural lands within the urban boundary on Schedule A. In 2006, an evaluation of the remaining natural areas, both on an off the urban network, was completed through the Council-approved *Urban Natural Areas Environmental Evaluation Study* (March 2005) and *Addendum Report* (March 2006). Priority lands to secure for their environmental value through acquisition or other means will be identified as part of the implementation phase of the *Urban Natural Areas Evaluation Study*.

The *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* includes various strategies to achieve Council's greenspace objectives, including a commitment to extend the multi-use, city-wide pathway system, the preparation of plans needed to fill gaps in the network, and development of design guidelines for "Green Streets" and parks. In addition to specific strategies, the master plan will also be implemented through the day-to-day conduct of municipal business. Through its planning and development review responsibilities, through public works and through management of its own lands, the City can create its greenspace vision for 2021. The *Master Plan* is implemented in part through actions outside the Official Plan, and in part through policies in this and other sections. [Amendment 45, September 27, 2006]

Policies

1. The City has adopted a *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces* to express Council's objectives for greenspace within the urban area and will implement this Plan through the following measures:
 - a. Designating greenspaces, including municipal parks or groupings of municipal parks of 7.0 ha or more, in the Official Plan in a manner that reflects their function and ensuring that their boundaries are accurately presented in the zoning by-law;
 - b. Encouraging a high quality of urban design, consistent with the objectives and principles of Section 2.5.1, where natural lands and open space and leisure areas are used as integral elements in the design;
 - c. Pursuing greenspace opportunities when undertaking public works, for example by enhancing vegetation and natural functions or providing open space and leisure areas as an integral part of plans for new public works;
 - d. Considering the greenspace function of any municipal lands considered surplus before any decision on disposal is made. The City will consult with the community before considering disposal of any public park and where a park is sold, the proceeds will be only be used for park acquisition or improvement. [Amendment 45, September 27, 2006]
2. The City will acquire land in the urban area where public ownership is required to secure land for greenspace purposes, in keeping with the acquisition policies in Section 5.2.1. In addition, community design plans for Developing Communities may refine priorities for the acquisition of land for specific greenspace purposes. [Amendment 45, September 27, 2006]
3. The City will seek opportunities to build the Urban Greenspace Network through:
 - a. The review of development applications, to seek opportunities at various scales to fill gaps in the network, provide connections to the Urban Greenspace Network, and extend it to new urban communities wherever possible;
 - b. The design of transportation corridors, infrastructure and other municipal facilities to fill in gaps in the network and extend its reach in new and established urban communities;
 - c. Implementing priority sections of the city-wide multi-use pathway system;
 - d. Partnerships with public and private partners to provide access to greenspaces. [Amendment 45, September 27, 2006]
- ~~4. Applications to amend the zoning by-law for any land in the urban area or Villages currently in a zone intended to promote a conservation, waterway or recreation purpose, to another purpose will be assessed in terms of the parcel's contribution to local greenspace, its location with respect to the Urban Greenspace Network, and the feasibility of securing the land for public access or ownership. [Amendment 45, September 27, 2006] [OMB Decision #1582, June 17, 2005]~~
5. 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 and may consider acquisition of the land in accordance with Section 5.2.1 policy 6 of this Plan. [Amendment 45, September 27, 2006]

6. Council will pursue the target for total greenspace, in the form of open space and leisure lands, across large areas of the urban area, to fulfill objectives expressed in the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces. A target of 4.0 hectares per 1000 population, or approximately 16 per cent to 20 per cent of gross land area, will be pursued. These open space and leisure lands are land that is in public ownership and is generally accessible to the public, such as: parks, major recreational pathways, land designated as Urban Natural Features or Major Open Space, flood plains and other hazard lands, and stormwater management facilities. Open space and leisure land where access is restricted, such as school grounds, private golf courses or other facilities, and land that is temporarily available for open space, such as land reserved for major transportation corridors and infrastructure will not be included in the target. [Amendment 45, September 27, 2006]
7. Greenspaces identified in this Plan are major assets that enhance the quality of life in the community and the environmental integrity of the city. Development on land adjacent to lands designated Major Open Space, Urban Natural Features or land within the National Capital Greenbelt, can benefit from and have a significant impact on the quality of these greenspaces. It is the City's objective to ensure that the design and character of private development and public works adjacent to these greenspaces enhances the visibility and accessibility of these public lands and contributes to their connection to the Urban Greenspace Network.
- ~~8. In its review of development applications, the City will recognize the central role of the Ottawa River, Rideau River and Rideau Canal, as well as other rivers and streams, 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. [Amendment 45, September 27, 2006]~~
9. Pending completion of a Forest Strategy, the City will maintain a target for forest cover for the entire city of 30 per cent. 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. [Amendment 45, September 27, 2006]
10. Through the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces, Council supports a target of providing the open space and leisure land that is referred to in policy 8 4, within 400 metres of all homes in primarily residential areas in the urban area. This target is to ensure that greenspace is readily accessible to all residents. More specific targets for accessibility may be developed in community design plans and other plans, where appropriate. For example, targets for a reduced distance between residences and greenspace may be appropriate where residential densities are higher and less private greenspace is provided, such as in Mixed-Use Centres, or in residential neighbourhoods where seniors or young children would benefit from a shorter distance. [Amendment 45, September 27, 2006]

11. 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.
12. 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.
13. 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. Since the best urban design is informed by a solid appreciation of the place being built, the people in it, and the community around it, this approach opens the door to creativity and dialogue. [Amendment 28, July 13, 2005]

2.5.1 – Urban Design and Compatibility and Community Design

[Amendment 28, July 13, 2005]

Community Urban Design

An important ingredient in building liveable communities is the creation of quality places for people. Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. Subtle design elements should work together to create an overall character that reflects unique aspects of a community's history, landscape, or culture. Community Urban design is a way of thinking spatially, of seeing the built environment at a human scale and in three dimensions. Good urban design and quality architecture can create lively community places with distinctive character and meaningful connections between public spaces, built forms, community history, and the surrounding landscape. It gives us the tools to shape the environment into vital places that create meaningful connections between people and places. The components of the environment our communities where urban design plays a key role, include:

- **Built form**, including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;
- **Open spaces**, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;
- **Infrastructure**, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above- or below-ground grade infrastructure elements, services or networks serving the community that impacts upon the design of the public realm.

Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street and Centrum Boulevard; and open spaces such as the Rideau Canal.

Compatibility

In support of lively and complete mixed-use communities, 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 and a respect for a community's established characteristics. This Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.

In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development. Where a new vision for an area is established through a community design plan or other similar Council-approved planning exercise, or where the Zoning By-law permits development that differs from what currently physically exists, addressing compatibility will permit development to evolve toward the achievement of that vision while respecting overall community character.

Objective criteria can be used to evaluate compatibility and these are set out in Section 4.11. Development applications and proposals for public works will be evaluated in the context of this section, as well as Section 4.11.

Community Design

~~An important ingredient in building liveable communities is the creation of quality places for people. Community design is a way of thinking spatially, of seeing the built environment at a human scale and in three dimensions. Good urban design and quality architecture can create lively places with distinctive character. It gives us the tools to shape the environment into vital places that create meaningful connections between people and places. The components of the environment where design plays a key role, include:~~

- ~~• Built form including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;~~
- ~~• Open spaces, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;~~
- ~~• Infrastructure, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above or below ground infrastructure elements, services or networks serving the community.~~

~~Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street and Centrum Boulevard; and open spaces such as the Rideau Canal.~~

Design Objectives and Principles

The Design Objectives of this Plan are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated, and are to be applied within all land-use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases.

~~A new annex to the Official Plan will be prepared (Annex 3), to be Annex 3, entitled Design Framework, that will contain a number of Design Considerations, which will provide suggestions as to how the Design Objectives and Principles could be met, but they will do not form part of this Plan. The Design Considerations are not meant to be prescriptive, and will do not constitute a checklist. None of the Design Considerations will be are expressed as policy, but rather are expected to act as a stimulus to development proponents to demonstrate how individual proposals will further the City's Design Objectives. Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations. [OMB decision #2649, September 21, 2006]~~

Design Objectives

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

Principles:

Design should:

- Support the overall image of Ottawa as the Nation's capital.
- Recognize and reflect on the history of the city or community.
- Promote quality consistent with a major metropolis, and a prime business and tourist destination.

- Create distinctive places and appreciate local identity in patterns of development, landscape and culture.
- Reflect a thorough and sensitive understanding of place, context and setting.
- Consider public art early in the design process and integrate it, as appropriate, as part of the project.

2. To define quality public and private spaces through development.

Principles:

Design should:

- Clearly define and connect public and private spaces by:
 - Defining and enclosing spaces using buildings, structures and landscaping.
 - Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric.
- Enhance and enliven the quality, character and spatial delineation of public spaces.
- Consider streets as public spaces.
- Encourage a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. Depending on the stage of evolution of the street, it may be appropriate to achieve this principle in a number of ways e.g., building form, landscape treatment, architectural ornamentation.
- Address the relationship between buildings and between buildings and the street.
- Meet the needs of pedestrians as a priority.
- Contribute to attractive public spaces and important vistas.
- Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being.

3. To create places that are safe, accessible and are easy to get to, and move through.

Principles:

Design should:

- Connect buildings and spaces through a network of roads, sidewalks, and pathways in ways that are understandable. These connections should be accessible to all users and incorporate the principles of universal access and where connections lead into a building, the building and its facilities should be designed so that it can be approached, entered, and used by persons with physical or sensory disabilities.
- Integrate public transit with existing and new development, where feasible.
- Provide appropriate (i.e., size and placement) signage identifying pathways, intersections and landmarks.
- Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.

4. To ensure that new development respects the character of existing areas.

Principles:

Design should:

- Integrate new development to complement and enliven the surroundings.
- Allow the built form to evolve through architectural style and innovation.
- Complement the massing patterns, rhythm, character, and context.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

Principles:

Design should:

- Achieve a more compact urban form over time.
- Provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions.
- Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time.
- Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.

6. To understand and respect natural processes and features, and promote environmental sustainability in development design.

Principles:

Design should:

- Protect the City's natural heritage system and take an ecosystem approach to design that supports natural functions, such as natural drainage, groundwater recharge and discharge, and wildlife habitat.
- Protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.
- Incorporating means of retaining stormwater on site.
- ~~Reduce resource consumption.~~
- Reduce the release of contaminants into the environment. [OMB decision #2649, September 21, 2006]

7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Principles:

Design should:

- Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
- Consider use of renewable energy and alternative energy systems.
- Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).
- Reduce hard surfaces and maximize landscaping and site permeability on site.
- Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.
- Maximize re-use and recycling of resources and materials.
- Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).
- Utilize advanced water conservation and efficiency measures.

Ottawa By Design: A Strategy for Implementing Community Urban Design

There are many acceptable ways to achieve the Design Objectives and Principles, design policies, objectives and principles of this Plan, depending upon such matters as local context, site circumstances and the individual creativity of those involved in the development process. It is not the intent of this Plan

to prescribe any specific design solution. Rather, a development proponent will be expected to indicate how a proposal achieves the intent of the Design Objectives and addresses the Design Principles.

The application of the Design Objectives and Principles should be carried out hand-in-glove with the Plan's strategic vision for managing growth, achieving intensification and a more compact form of development in order to create and maintain attractive communities where buildings, open space and transportation work well together. Areas of the City are at different stages in their evolution and maturation and this may influence the ability to implement fully all aspects of the Design Objectives and Principles at a particular point in time. Nevertheless, the application of good design in all stages of an area's growth and development will play an important role in the success of the growth management strategy. The City will use its available tools to pursue community design that achieves the Design Objectives and Principles. These tools include:

- Use specific design policies as set out in other sections of this Plan;
- Zoning By-Law implementation;
- Council approved use specific or context specific design guidelines;
- Public infrastructure design standards;
- Environmental Assessments;
- Development application review and approval processes;
- Community Design Plans, Secondary Plans, site specific policies, community improvement projects, and other planning studies.

Ottawa By Design

To contribute to the achievement of this Plan's design policies, objectives and principles, the City will use a combination of legislative and administrative tools to pursue a comprehensive urban design strategy, entitled 'Ottawa By Design', in order to implement this Plan's objectives in the area of community design. Ottawa By Design will be a multi-faceted in its approach and will include initiatives such as the following:

- Explore programs means such as incentives programs, design guidelines, and approaches to zoning, and tools such as computer modeling, that support greater creativity and better urban design;
- Seek ways to integrate urban design considerations as part of the review of development proposals through changes in administrative processes and clarity in development guidance;
- Increase design awareness through design competitions for municipal buildings, open spaces and other projects, and through design charrettes for neighbourhood plans or individual other key areas or sites;
- Recognize excellence in design through a design awards the Ottawa Urban Design Awards program, and pursue education and promotion promotional initiatives in partnership with the private sector, professional associations, and others;
- Explore opportunities for independent peer review by architects, landscape architects, and urban designers;
- Recognize that art is a significant component in the design and enhancement of public places;
- Provide leadership in urban design through public infrastructure design standards and 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;
- Integrate this Plan's urban design provisions with design recommendations developed through the Environmental Assessment process and functional designs for all capital projects;
- Develop community design plans, secondary plans, site specific policies, community improvement plans, and other planning and design studies to adapt to emerging priorities relating to the intent of the design policies, objectives and principles of this Plan.

Among the several initiatives of the Ottawa By Design strategy, the City, in collaboration with affected stakeholders and the community at large, will prepare has prepared a series of contextual or thematic design guidelines. These guidelines will address a number of design issues on topics such as residential

infill, Mainstreets, drive-through establishments, and other matters. They will be developed with a higher degree of precision and a narrower focus than the high-level, city-wide objectives and principles of this Plan. These guidelines will do not form part of this Plan, but will be are stand-alone documents approved by City Council.

Policies

Application of Design Objectives and Principles

1. In the preparation of Community Design Plans, the review of development applications, studies, other plans and public works undertaken by the City, the City will apply the Design Objectives and Principles set out above. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, to be set out in Annex 3, will offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the community at large to clarify how the design framework will be implemented for particular

Design Excellence

2. The City expects architectural and urban design excellence and all development is to be designed in full understanding of its likely impact on both its immediate surroundings and the wider context.

Design Priority Areas

3. The City recognizes certain lands as Design Priority Areas in support of this Plan's objectives to direct growth, to achieve the overall design provisions of this Plan, and as a focus for coordinating urban design efforts and expenditures. Design Priority Areas are those mixed-use areas where public and private development as well as community partnerships should contribute to outcomes that enhance the pedestrian environment and the unique character of each community. A creative and coordinated approach that responds to contextual opportunities is to be taken when implementing urban design elements such as pedestrian amenities, streetscape components, building facades and site improvements, public art, lighting, community signage and landscaping. The following areas are recognized as Design Priority Areas:
 - a. Target areas for intensification designated on Schedule 'B' as Central Area, Mixed-Use Centre, Town Centre, Traditional and Arterial Mainstreet;
 - b. Other areas with special design needs such as the mainstreets within Villages designated on Schedule 'A', community core areas identified in community design plans or secondary plans approved by City Council, or other areas identified from time to time by City Council.

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 Section 2.2.3 regarding apartment development, unit mix, and alternative development standards, and Section 4.5 regarding conversion of rental units and demolition control. [Ministerial Modification 4, November 10, 2003]

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% of its gross annual income. Income levels and target rents and prices will be determined by the City on an annual basis. [Amendment 10, August 25, 2004]
2. The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of:
 - a. 25% of all new rental housing is to be affordable to households up to the 30th income percentile; and
 - b. 25% of all new ownership housing is to be affordable to households up to the 40th income percentile. [Amendment 10, August 25, 2004]
3. The City will encourage and promote the achievement of the targets by providing a toolkit of planning incentives and direct supports, including but not limited to: density bonusing; density transfer; deferral or waiving of fees and charges; alternative development standards; land; and more flexible zoning. Where the support includes municipal investment, it will be associated with mechanisms to ensure the long-term affordability of the units. [Amendment 10, August 25, 2004]
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 detached and semi-detached dwellings, and duplex buildings are permitted in all parts of the city in accordance with Section 3.1. [Amendment 10, August 25, 2004]

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. Parks and leisure areas will be linked to the Greenspace Network, identified in the Greenspace Master Plan, through such means as: [Ministerial Modification 5, November 10, 2003]
 - 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. [Amendment 45, September 27, 2006]
2. Council will pursue targets for parks and leisure areas in the urban area in keeping with the objectives of the Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces. A target of 2.0 hectares per 1000 population, or approximately 8 per cent to 10 per cent of developable land, will be pursued. The same target will be pursued in Villages. 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. [Amendment 45, September 27, 2006]
3. 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.

- e. 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.
4. ~~[Relocated to Part 4]As a condition of development or redevelopment, the city will require 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.~~
5. ~~The City may require payment in lieu of the parkland dedication where there is insufficient land within the development, 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.~~
6. ~~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. Archaeological resources may also include significant Native and non-Native cemeteries or unmarked burials. Examples include individual artefacts or grouped features such as the remains of a pre-European aboriginal settlement. [Ministerial Modification 6, November 10, 2003]

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 or to construct a new building within a heritage conservation district will be supported by a cultural heritage impact statement to ensure that the City's conservation objectives are achieved (see Section 4.6). [Amendment 13, September 8, 2004]
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 an Arts, Culture and 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. [Amendment 14, September 8, 2004]
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. Council may adopt zoning by-laws under Section 34 of the Planning Act in order to maintain the integrity of identified significant archaeological resources. [Ministerial Modification 7, November 10, 2003]
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 4. Annex 4 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.

Rideau Canal UNESCO World Heritage Site

Parks Canada has jurisdiction for the Rideau Canal including both the bed of the Canal and shore areas under its control. The Canal is a World Heritage Site, a National Historic Site and a Canadian Heritage River that is comprised of diverse landscapes rich in history, natural character and scenic beauty.

19. The City will continue to partner with Parks Canada to promote the Rideau Canal UNESCO World Heritage Site.
20. In conjunction with Parks Canada, and in order to recognize and protect the cultural heritage resource significance of the Rideau River and Canal, the City will undertake a study to:
 - a. identify and protect the cultural heritage landscapes and built heritage resources of the waterway;
 - b. explore the introduction of design guidelines that can be implemented through the site plan control process, for new development along the waterway; and
 - c. identify measures to conserve the terrestrial and marine archaeological resources of the Rideau Canal.
21. When reviewing development and public works adjacent to or over the canal system the City will ensure that:
 - a. the development or public works will not interfere with safe and efficient navigation on the Canal;
 - b. no development or site alteration will alter the size, shape, depth, or configuration of the slackwater sections of the canal system;
 - c. all development, works or site alteration on lands adjacent to the lock stations and the canal takes into consideration and conserves the Cultural Heritage Resources of these areas; and
 - d. Environmental Assessments required for new bridge or public utilities that cross or are located within 30 m of the canal, address and mediate their impact on the function and heritage character of the canal in manner acceptable to the City and Parks Canada.

2.5.6 – Collaborative Community Building and Community Design Plans

[Amendment 28, July 13, 2005]

This Plan anticipates that most of the change in the city will occur in the Central Area, Town Centres, Mixed-Use Centres, Developing Communities and Mainstreets while safeguarding and enhancing the **liveability** of our existing communities. To accomplish this, the Plan proposes an approach to collaborative community building that emphasizes 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.

Community design plans 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. Each community is unique and has distinct opportunities and challenges for managing change. The 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 of sufficient detail to guide a wide range of implementation tools as identified in Figure 2.5.6, including the zoning by-law. However, it is not intended that a level of detail equivalent to a zoning by-law become part of the Official Plan. Therefore, where a community design

plan is undertaken primarily to direct changes to the zoning by-law, it need not be adopted by amendment to this Official Plan.

The community design plan is one of a suite of tools to address growth and change in a community. Community design plans focus primarily on land use and development issues and may produce related initiatives such as design guidelines, an implementing zoning by-law, a greening strategy or any number of other strategies that are required to address the physical development of the study area. In some cases, a community design plan may not be the appropriate tool and another type of land-use study will be selected. These could include a concept plan for a large vacant parcel, an expansion study for a university or a design study for a commercial crossroads. In other cases, the City may recommend a Neighbourhood Planning Initiative that focuses on a broader range of city issues within a neighbourhood that may include such matters as the delivery of various municipal programs, social issues, health and safety issues, and leisure opportunities.

Policies

1. The City will initiate community design plans to translate the principles, objectives and policies of the Official Plan to specific areas and streets. The priority for plans will be established in annual work programs based on relative need in response to pressures for change or growth. 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. They will draw on earlier studies for the community as appropriate. While the City intends to co-ordinate this program of Community design plans, other groups and landowners may also initiate and co-ordinate a Community design plan within the framework set out in Figure 2.5.6. Where this is the case, the City will participate in the process and confirm that the study process is consistent with the provisions of Figure 2.5.6.
3. In addition to Community design plans, 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. These studies could include, for example, concept plans for large vacant or redeveloping areas, design studies for commercial crossroads, 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. To the extent possible, the City will integrate planning initiatives, such as community design plans, streetscape improvements and Neighbourhood Planning Initiatives, to most effectively address the community's issues. In all cases, they will include a collaborative approach with the community and other interests.
4. Community design plans will be prepared in accordance with the steps outlined in Figure 2.5.6. This is a framework only and specific terms of reference will be developed for each plan. However, all community design plans shall include the following:
 - a. A Master Servicing Study that identifies: the location, timing and cost of on-site and off-site servicing systems (roads, transit, storm and sanitary sewers, watermain, and where appropriate, groundwater) required to serve the area and which addresses the proposed phasing of growth. The first step of the Master Servicing Study will be an assessment of existing conditions and will inform the preparation of land-use strategies. This phase must be completed prior to the determination of land use;
 - b. A Financial Implementation Plan that shows how the proposed development of the area relates to the Development Charges By-law or other financial instruments;
 - c. An evaluation of the adequacy of community facilities existing or planned for the area;
 - d. A subwatershed plan or an environmental management plan, where more detail is required as described in Section 2.4.3, will identify the natural heritage system within the area, assess

potential impacts of the proposed development on the system, and recommend measures to avoid these impacts and strengthen the area's natural features and their functions. It will also address stormwater management requirements. The community design plan will implement the recommended measures through the proposed plan, the development review process, public investments, and other means;

- e. A phasing plan;
 - f. ~~In all cases, Community Design Plans will include~~ A section indicating the circumstances under which changes to the plan would need approval of Council.
5. Community design plans will be implemented through a variety of mechanisms as shown in Figure 2.5.6. They will be approved by City Council and may be implemented as Secondary Plans by amendment to this Plan. An amendment will always be required where implementation of the community design plan requires exceptions to policies or changes to schedules in the Official Plan. An amendment to adopt a community design plan as part of this Official Plan will not be required in any of the following instances:
- a. A community design plan is undertaken primarily to direct changes to the zoning by-law if the zoning by-law amendment is brought to City Council concurrently for approval;
 - b. A community design plan is undertaken for lands designated Developing Community in this Plan;
 - c. The proponent of the plan, the community encompassed by the plan and the City all agree that City Council waive the requirement for a secondary plan.
6. Secondary Plans existing prior to the formation of the new City of Ottawa are included in Volume 2. Over time, community design plans will replace many of these Secondary Plans. Once City Council approves a community design plan or other comprehensive policy plan, the approved plan will guide future development of the area. For information purposes, the areas affected by Secondary Plans and community design plans are shown in the Annexes to this Plan.
7. In all land-use designations, with the exception of Developing Communities, development may proceed in the absence of a community design plan, in a manner consistent with the policies of the designation. 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.

Figure 2.5.6: Structure of Community Design Plans

In this Figure, Community may mean Mainstreet, Town Centre, Mixed-Use Centre, Developing Community etc. It applies to the area subject to the planning process. In addition, many of these steps may occur simultaneously.

A. Plan Context

- 1. Identify the community or boundaries, and the boundaries of the study area if different.
- 2. Set a clear goal statement – why is the plan being initiated for this community?
- 3. Situate the study area within its city-wide context. Include a description of its role within and relationship to the broader community.
- 4. Establish a common understanding and agreement on a collaborative community building process for this planning study. Create a consultation strategy.
- 5. ~~Agree on~~ Consider the contribution of any previous planning studies or technical studies for the area.
- 6. Investigate the feasibility of integrating the plan with other related City initiatives for the area.

Figure 2.5.6: Structure of Community Design Plans

B. Existing Conditions (Social, Economic and Environmental)

These are qualities and resources in the community that may impact on the spatial form of the community, that describe the character of the community or that set some enduring components of the community. They include but are not limited to:

1. Environmental Natural resources, functions and values;
2. Demographic, employment and housing profile;
3. Pedestrian and cycling networks and linkages to adjacent communities;
4. The remaining elements of valued historic development patterns;
5. Views, vistas, landscapes, features, landmarks;
6. Existing character of built form - design elements, heritage qualities, visual cues;
7. Boundaries of community, entryways;
8. Existing community resources such as schools, community centres, parks and other greenspace;
9. Transportation and infrastructure capacities, conditions and alignments;
10. Floodplains, steep unstable slopes, contamination, geotechnical, and other constraints;
11. Relationship to adjacent communities;
12. Watershed or sub-watershed plans, hydrological resources, and groundwater conditions.

C. Establish Vision, Objectives and Targets in Accordance with Official Plan

1. These may be targets/objectives for such matters as a mix of housing types; housing affordability and special needs housing; the amount and distribution of greenspace; the protection of natural areas; on-site stormwater retention; transit ridership and so on; [Amendment 45, September 27, 2006, in appeal period]
2. These could address issues arising out of unique circumstances of the area. Some issues may be in technical studies prepared to describe existing conditions;
3. These must address Official Plan policies unique to that designation as set out in Section 3;
4. Assessment of what is needed to take into account, enhance the sense of 'place'.

D. Constraints and Opportunities

1. Shortfalls/deficiencies in existing conditions relative to objectives/targets;
2. Opportunities arising from a review of existing conditions;
3. Impact assessment where required by this Plan to evaluate the impact of development on cultural heritage resources, natural resources, and impact assessments required to evaluate the potential impact on transportation or other infrastructure including private individual services.

E. Key Spatial Components of Plan

1. The location of various land uses;
2. Pedestrian and cycling facilities, transit routes, the location of collector and arterial roads and collector and local watermains, storm and sanitary sewers and other infrastructure;
3. The location of greenspaces, and potential or actual connections to the Urban an identified greenspace network, natural features, views and vistas and other elements of the open space structure; [Amendment 45, September 27, 2006, in appeal period]
4. Community focal points and centres of activity.

Figure 2.5.6: Structure of Community Design Plans

F. Key Policy Components of the Plan
<ol style="list-style-type: none"> 1. Policies/strategies to achieve specific objectives stated above such as compact mixed-use development. Policies and Strategies to explicitly address the requirements of the Official Plan, Volume 1. 2. Policies and Strategies to address the unique or important objectives of the community as identified above. 3. Guidelines for evaluating development applications in terms of whether they conform to the community design plan; 4. Measures to mitigate the impact of the proposed development on adjacent communities; 5. An identification of required transportation, sewer and water infrastructure and stormwater management and/or on-site retention facilities; 6. Guidelines for determining when and how a plan may need to be modified with or without Council approval.
G. Implementation Strategy: (as appropriate, and not necessarily limited to)
<ol style="list-style-type: none"> 1. Phasing strategy; 2. Design guidelines to apply to future development applications; 3. Specific streetscape plans or revitalization plans; 4. Traffic management plans (including parking) and infrastructure improvement plans; 5. The use of <i>Planning Act</i> tools such as community improvement plans, zoning by-laws, site plan review and other development application review processes; 6. City incentives, funding mechanisms, and capital investments such as infrastructure capacity improvements, greenspace management plans; 7. An indication of prioritization and responsibilities for implementation – action, who is responsible, and timing; 8. Community based initiatives such as community reforestation, community gardens, business improvement areas or cooperative housing projects. Integration with the implementation of other City initiatives in the area.