

PPS Policy	OP Section	Official Plan Amendment Unless otherwise indicated, <b><u>bold and underline</u></b> indicates new text, <del>strike</del> <del>through</del> indicates removed text	Rationale
<b>Legislative Authority</b> The Provincial Planning Statement was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.	Entire Official Plan	Every instance of <i>Provincial Policy Statement</i> is repealed and replaced with <b><u>Provincial Planning Statement</u></b> .	To reflect the correct name.
<b>2.8.2</b> 3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities; b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses; c) prohibiting retail and office uses that are not associated with the primary employment use; d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.	2.2.2	4) Integrate economic activities with residential and other land uses An employment area is generally a cluster of employment uses, such as traditional business parks built for manufacturing, warehousing, logistics, fuel depots; and corporate office parks for research and development <b><u>in connection with manufacturing</u></b> . The Provincial Policy Statement requires municipalities to protect and preserve employment areas for current and future use. In jurisdictions whose economies are more heavily reliant on manufacturing, warehousing and other high-impact activities, this protection serves to maintain a supply of suitably located and suitably priced lands for these types of jobs and to protect them from residential development pressures.	Subsection 2.2.2 Policy 4) is updated to clarify that research and development in employment areas must be in connection with manufacturing. This aligns with PPS Policy 2.8.2 3. a) and the updated definition for employment areas.
<b>2.3.2</b> 1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following: a) the need to designate and plan for additional land to accommodate an	3.1	<i>Section 3.1 is deleted in its entirety and replaced with the following text:</i>  1) <b><u>The projected population, housing, and employment for the time horizon of this Plan is established in Table 1.</u></b> 2) <b><u>Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for the time horizon of this Plan.</u></b>	Section 3.1 incorporates consistent language from PPS sections 2.1 and 2.3 in relation to growth forecasts and settlement area expansions. OP Section 3.1 further implements these sections of the PPS by identifying the role of comprehensive Official Plan updates and applications for urban and village area boundary expansions. Section 3.1 also carries

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<p>appropriate range and mix of land uses;</p> <p>b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;</p> <p>c) whether the applicable lands comprise specialty crop areas;</p> <p>d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.</p>		<p>Unless otherwise indicated, <b><u>bold and underline</u></b> indicates new text, <del>strike through</del> indicates removed text</p> <p>3) <b><u>The urban area and villages shall be the focus of growth and development and correspond to the settlement area concept in the Provincial Planning Statement. The boundaries of the urban area and villages are shown on Schedule A and Schedules B1 through B9. The urban area and villages shall provide for a minimum of 15 years of residential development opportunities through land use permissions or the commencement of a secondary planning process.</u></b></p> <p>4) <b><u>This Plan is based on the following household growth allocations from 2018 to 2046:</u></b></p> <p>a) <b><u>93 per cent within the urban area where:</u></b></p> <p>i) <b><u>47 per cent is through intensification, being the urban area that is built-up or developed as of July 1, 2018; and</u></b></p> <p>ii) <b><u>46 per cent is within the greenfield portion of the urban area;</u></b></p> <p>b) <b><u>7 per cent within the rural area where:</u></b></p> <p>i) <b><u>5 per cent is within the villages; and</u></b></p> <p>ii) <b><u>2 per cent is outside of villages.</u></b></p> <p>Figure 6</p> <p><b>Geographical Growth Areas</b></p> <p><b>Growth Allocation by Area</b></p> <p>47% Urban, Built-up Area Within the built-up portion of the urban area.</p> <p>46% Urban Greenfield Area Within the greenfield portion of the urban area.</p> <p>5% Rural, Villages Within the villages of the rural area.</p> <p>2% Rural, non-Villages Outside of villages in the rural area.</p> <p>5) <b><u>Updates to the time horizon of this Plan and the associated population, housing, and employment projections in Table 1 shall only occur through a comprehensive Official Plan update under section 26 of the <i>Planning Act</i> so that one single set of growth projections is used to update the corresponding City master plans through a single holistic and orderly process.</u></b></p> <p>6) <b><u>The consideration of urban area and/or village expansion to accommodate the growth projections between the 15-year minimum to the end time horizon of Table 1 should occur through a comprehensive Official Plan update so that a</u></b></p>	<p>forward Council’s direction to protect agricultural lands, the natural heritage system, and development distances from aggregates.</p>

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		<p><b><u>single comparative process identifies the lands best suited to implement the strategic directions of this Plan and is cost efficient.</u></b></p> <p>7) <b><u>Applications for urban area or village expansions may be considered in between comprehensive Official Plan updates to maintain the 15-year minimum of residential development opportunities.</u></b></p> <p>8) <b><u>To address the importance of the agricultural and aggregate industries, and the natural heritage system to the economy and identity of the city of Ottawa, this Plan goes beyond the minimum standards of the Provincial Planning Statement. To protect lands with these uses and features from development that would reduce, preclude or hinder their continued use or be incompatible for reasons of public safety or damage to property, future growth through urban or village expansion is not permitted on any of the following:</u></b></p> <p>a) <b><u>Lands designated Agricultural Resource Area</u></b></p> <p>b) <b><u>Lands identified as part of the Natural Heritage System Core Area Overlay or the Natural Heritage System Linkage Area Overlay as shown on the applicable Schedule C11 – Natural Heritage System, however minor site-specific adjustments may occur along the boundaries to reflect the results of more detailed field investigations</u></b></p> <p>c) <b><u>Lands within 300 metres from a Sand and Gravel Resource Overlay</u></b></p> <p>d) <b><u>Lands within 500 metres from a Bedrock Resource Overlay</u></b></p> <p>9) <b><u>Lands with proximity and access to a goods movement highway, including future interchange access are reserved for future Industrial and Logistics uses and any residential development adjacent to such lands incorporate any appropriate proximity-mitigation measures or features deemed necessary solely within the residential portion of development.</u></b></p> <p>10) <b><u>Applications for a contiguous expansion to the urban area or village shall assess the following criteria to provide Council with sufficient information in their consideration of the application:</u></b></p> <p>a) <b><u>There is insufficient land within the urban area and villages to accommodate the following thresholds as applicable:</u></b></p> <p>i) <b><u>The ability of projected housing growth as identified in Table 1 without amendment</u></b></p> <p>ii) <b><u>15 years of projected housing growth on existing designated and available lands as identified in Table 1 without amendment;</u></b></p> <p>iii) <b><u>the projected employment growth to the time horizon identified in Table 1;</u></b></p> <p>b) <b><u>The infrastructure and public service facilities required to support the expansion lands shall:</u></b></p>	

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		<ul style="list-style-type: none"><li>i) <b><u>Have sufficient existing or planned capacity to support the expansion lands, including confirmation from providers of applicable public service facilities;</u></b></li><li>ii) <b><u>Be financially viable over their lifecycle, which includes the costs associated with the new or additional area to be serviced, the cost of any upgrades required to provide the necessary capacity to support the lands, and the costs associated with the operation, maintenance, and replacement of infrastructure;</u></b></li><li>iii) <b><u>Protect health, safety, and the natural environment;</u></b></li><li>c) <b><u>Where sufficient servicing capacity does not exist, or is not planned, the City will identify the required off-site infrastructure and costs. The applicant is required to fund the entire costs of all required off-site infrastructure.</u></b></li><li>d) <b><u>Impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated to the extent feasible in accordance with Section 4.13 of this Plan;</u></b></li><li>e) <b><u>The lands comply with the minimum separation distance formulae;</u></b></li><li>f) <b><u>The proposal provides for the phased progression of urban development by maintaining a geographically contiguous urban area or village;</u></b></li><li>11) <b><u>Notwithstanding policy 10 b) i), applications for a new urban community or village must demonstrate that infrastructure and public service facilities to support the proposed addition are planned or available, including confirmation from providers of applicable public service facilities.</u></b></li><li>12) <b><u>Where contiguous expansion lands are added to the urban area or a village in accordance with the policies of this section, the Future Neighbourhood Overlay shall be applied to the expansion area and, for the purposes of Section 5.6.2 of this Plan, the lands shall be considered to be within Category 1. The addition of a new urban community or village shall also require a Future Neighbourhood Overlay and a new Category may be applied with specific policies similar to the Tewin new community.</u></b></li><li>13) <b><u>To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, projected demand for urban expansion will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:</u></b><ul style="list-style-type: none"><li>a) <b><u>Alignment with local energy utilities to help control the cost of distribution, facilitate on-site generation and support local distributed energy;</u></b></li><li>b) <b><u>Energy efficient built forms and proximity to a mix of land uses;</u></b></li><li>c) <b><u>Maximize the energy and emission reduction performance of new development or modifications to existing development; and</u></b></li></ul></li></ul>	

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		<b>d) <u>Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles.</u></b>	
<b>2.4.2</b> 1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station. 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.	<b><u>3.2.1 - new</u></b>	<p><i>Section 6.1.2 is deleted in its entirety and replaced with the following text based on the language in what was formerly 6.1.2 and relocated to a new section 3.2.1:</i></p> <p><b>3.2.1 Strategic Growth Areas, Major Transit Station Areas (MTSAs), and Protected Major Transit Station Areas</b></p> <p><b><u>The majority of high-rise and mid-rise intensification will be focused in strategic growth areas comprised Hub, Mainstreet, and Minor Corridor designations, and the Evolving Neighbourhood Overlay. Major Transit Station Areas (MTSAs) are areas that are intended to enable transit-supportive development and support 15-minute neighbourhoods. MTSAs are generally located within a 500- to 800-metre radius of an existing or funded rapid transit station. MTSAs include a mix of Urban Designations, with the greatest building heights generally located in Hubs, and gradually stepping down towards Corridors, Evolving Neighbourhood Overlay areas, and Neighbourhoods.</u></b></p> <p><b><u>Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAs that generally align with Hub boundaries. These areas are designated under the <i>Planning Act</i> to enable inclusionary zoning, which mandates the inclusion of affordable housing units in new development. For the purposes of the <i>Planning Act</i>, PMTSAs must be identified should Council wish to require inclusionary zoning within them.</u></b></p> <p>1) Schedule C1 identifies the <b><u>MTSA</u></b> locations and boundaries <b><u>in addition to future MTSAs that have not yet been delineated.</u></b> <del>and-</del>Table 3a <del>sets out</del> <b><u>establishes</u></b> the minimum density of people and jobs for <del>PMTSAs</del> <b><u>MTSAs</u></b> per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.</p> <p><b><u>2) MTSAs are not land use designations and their delineation does not confer any new permissions, nor alter existing land use permissions, unless otherwise noted. Any development on lands within the boundary of MTSAs is still subject to the applicable transect and designation policies.</u></b></p> <p><del>2) 3)</del> Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are <del>prohibited</del> <b><u>discouraged</u></b> from locating within <del>a PMTSA</del> <b><u>MTSAs</u></b>.</p>	<p>The PMTSAs policies previously existed as a subsection within the Hub policies, and therefore have been moved to their own section. Additionally, the policies are amended to apply to all MTSAs, in addition to PMTSAs.</p> <p>Policy 3) is amended to discourage low-density employment uses rather than prohibit them within MTSAs. The prohibition was previously appropriate given that the PMTSA designation applied to areas within the Hub designation that were designed for very high levels of intensification, while the newly delineated MTSAs may include areas designated for low-density employment uses.</p> <p>Policy 4) is amended to better reflect PPS Policy 2.4.1.2. The reference to mid- and high-density housing types is removed since the height minimums have been removed, therefore low-density housing is no longer explicitly prohibited. The policy language is also amended to provide greater flexibility for the implementation of zoning permissions within MTSAs, where such flexibility was not previously necessary for PMTSAs.</p> <p>Policy 5) reinforces that height permissions are determined by the underlying designation policies, however, greater heights could be considered through an Official Plan amendment subject to certain conditions.</p> <p>Policy 6) is amended to better reflect the new PPS requirements regarding MTSAs and to establish the process for when future MTSAs will be delineated as MTSAs. Policy d) adds a requirement that transit infrastructure be planned and funded prior to</p>



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		<p>d) Demonstrate that rapid transit infrastructure and service is available <b><u>or planned and funded</u></b> at the time of designation;</p> <p>e) Assess the pedestrian accessibility and continuity of the proposed area from the transit station; <b><u>and</u></b></p> <p>f) For new <del>PMTSAs</del> <b><u>MTSAs</u></b>, <b><u>the City shall</u></b> set appropriate <b><u>minimum required</u></b> densities for employment and residential uses <del>capable of supporting existing and planned investments in transit</del> <b><u>to sustain high transit ridership at the station or stop</u></b>; <del>and</del></p> <p><del>g) Where overlap occurs between Industrial and Logistics and the Mixed Industrial areas and potential Major Transit Station Areas, the former area policies take precedence to ensure the protection and preservation of the City's finite industrial land base</del></p> <p><b><u>7) Future MTSAs, as identified in Schedule C1, are an 800-metre radius surrounding a planned higher order transit station that have not yet been delineated as MTSAs. Transit infrastructure in Future MTSAs may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.</u></b></p> <p><b><u>8) Future MTSAs do not have defined boundaries or minimum density targets and are subject only to the underlying transect and designation policies.</u></b></p> <p><b><u>9) The City may delineate Future MTSAs and designate them as MTSAs through an amendment to this Plan, in accordance with the policies of Section 3.2.1. Such delineation may also include designating the MTSA as a PMTSA.</u></b></p> <p><b><u>10) The City may, through amendment to this plan, designate any MTSA as a Protected Major Transit Station Area (PMTSA) in accordance with the <i>Planning Act</i>. PMTSAs are identified as such on Schedule C1.</u></b></p> <p><b><u>11) All PMTSAs are subject to the MTSA policies in Section 3.2.1.</u></b></p> <p><b><u>12) Where lands within a PMTSA are not subject to an existing secondary plan, the permissions shall be those established by the underlying designation policies of this Plan.</u></b></p> <p><b><u>13) The implementation of inclusionary zoning policies may only occur within PMTSAs.</u></b></p>	

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<b>6.2</b> 9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: b) identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets; c) identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and 10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.	3.2. <b><u>2</u></b>	<i>Section 3.2 is re-numbered as Section 3.2.2.</i>  3) The vast majority of residential intensification shall focus within <b><u>strategic growth areas and</u></b> 15-minute neighbourhoods, which are comprised of Hubs, Corridors, <del>and</del> lands within the <b><u>Evolving</u></b> Neighbourhood <b><u>Overlay</u></b> <del>designations that are adjacent to them</del> as shown on Schedules B1 through B8.	The policy is updated to updated to identify the designations and areas that are considered strategic growth areas.																															
	3.2. <b><u>2</u></b>	<i>Section 3.2 is re-numbered as Section 3.2.2.</i>  9) The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table <b><u>2a and Table 2b.</u></b>  Table 2a <table><tr><th colspan="2">Residential Intensification Targets</th></tr><tr><td></td><th>TOTAL</th></tr><tr><td>Ground-oriented / Large-household dwellings</td><td>49,000</td></tr><tr><td>Apartment / Small-household dwellings</td><td>43,000</td></tr><tr><td>Total Dwellings</td><td>92,000</td></tr></table> Table 2b <table><tr><th rowspan="3">Applicable Area</th><th colspan="2">Hubs and Mainstreets</th><th colspan="2">Neighbourhoods and Minor Corridors</th></tr><tr><th>Minimum</th><th>Target</th><th>Low-rise Target</th><th>Mid-to-High-rise Target</th></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td>Downtown Core</td><td rowspan="3">5 per cent</td><td rowspan="3">10 per cent</td><td>25 per cent</td><td rowspan="3">5 per cent</td></tr><tr><td>Inner Urban / Outer Urban</td><td>50 per cent</td></tr><tr><td>Suburban</td><td>None</td></tr></table> 10) The <del>residential area-wide</del> density <del>and proportion of large household dwelling</del> targets <del>as shown on Schedules B1 through B8</del> are established in Table 3a for <del>Hubs and Mainstreet Corridors</del> <b><u>Major Transit Station Areas</u></b> <del>and while</del> Table 3b <del>for Neighbourhoods and Minor Corridors</del> <b><u>establishes the minimum density requirements for residential intensification.</u></b> Within Neighbourhoods, <b><u>intensification should</u></b> provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to <b><u>strategic growth areas such as</u></b> Mainstreets, Minor Corridors, <del>rapid transit stations</del> <b><u>Major Transit Station Areas</u></b> , Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table <b><u>3b.</u></b>	Residential Intensification Targets			TOTAL	Ground-oriented / Large-household dwellings	49,000	Apartment / Small-household dwellings	43,000	Total Dwellings	92,000	Applicable Area	Hubs and Mainstreets		Neighbourhoods and Minor Corridors		Minimum	Target	Low-rise Target	Mid-to-High-rise Target					Downtown Core	5 per cent	10 per cent	25 per cent	5 per cent	Inner Urban / Outer Urban	50 per cent	Suburban	None
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		<div>Table 3a</div> <table><tr><th colspan="4">Major Transit Station Area (MTSA) Density Requirements</th></tr><tr><th>Transit Corridor</th><th>MTSA Station</th><th>Minimum Area-Wide Density<sup>1</sup></th><th>Protected? (PMTSA)<sup>2</sup></th></tr><tr><td rowspan="28">LRT – Line 1 &amp; Line 3</td><td>Algonquin</td><td>200</td><td>Yes</td></tr><tr><td>Iris</td><td>200</td><td></td></tr><tr><td>Lincoln Fields</td><td>200</td><td>Yes</td></tr><tr><td>New Orchard</td><td>200</td><td></td></tr><tr><td>Sherbourne</td><td>200</td><td></td></tr><tr><td>Kichi Sibi</td><td>200</td><td></td></tr><tr><td>Westboro</td><td>200</td><td></td></tr><tr><td>Moodie</td><td>0</td><td></td></tr><tr><td>Bayshore</td><td>200</td><td>Yes</td></tr><tr><td>Pinecrest-Queensview</td><td>200</td><td>Yes</td></tr><tr><td>Tunney’s Pasture</td><td>250</td><td>Yes</td></tr><tr><td>Bayview</td><td>250</td><td>Yes</td></tr><tr><td>Pimisi</td><td>250</td><td>Yes</td></tr><tr><td>Downtown</td><td>500</td><td>Yes</td></tr><tr><td>uOttawa</td><td>250</td><td>Yes</td></tr><tr><td>Lees</td><td>250</td><td>Yes</td></tr><tr><td>Hurdman</td><td>200</td><td>Yes</td></tr><tr><td>Tremblay</td><td>200</td><td>Yes</td></tr><tr><td>St. Laurent</td><td>200</td><td>Yes</td></tr><tr><td>Cyrville</td><td>200</td><td>Yes</td></tr><tr><td>Blair</td><td>200</td><td>Yes</td></tr><tr><td>Montréal</td><td>200</td><td></td></tr><tr><td>Jeanne d’Arc</td><td>200</td><td>Yes</td></tr><tr><td>Convent Glen</td><td>200</td><td></td></tr><tr><td>Place d’Orléans</td><td>120</td><td>Yes</td></tr><tr><td>Trim</td><td>160</td><td>Yes</td></tr><tr><td>Corso Italia</td><td>200</td><td>Yes</td></tr><tr><td>Dow’s Lake</td><td>250</td><td>Yes</td></tr></table>	Major Transit Station Area (MTSA) Density Requirements				Transit Corridor	MTSA Station	Minimum Area-Wide Density <sup>1</sup>	Protected? (PMTSA) <sup>2</sup>	LRT – Line 1 & Line 3	Algonquin	200	Yes	Iris	200		Lincoln Fields	200	Yes	New Orchard	200		Sherbourne	200		Kichi Sibi	200		Westboro	200		Moodie	0		Bayshore	200	Yes	Pinecrest-Queensview	200	Yes	Tunney’s Pasture	250	Yes	Bayview	250	Yes	Pimisi	250	Yes	Downtown	500	Yes	uOttawa	250	Yes	Lees	250	Yes	Hurdman	200	Yes	Tremblay	200	Yes	St. Laurent	200	Yes	Cyrville	200	Yes	Blair	200	Yes	Montréal	200		Jeanne d’Arc	200	Yes	Convent Glen	200		Place d’Orléans	120	Yes	Trim	160	Yes	Corso Italia	200	Yes	Dow’s Lake	250	Yes	
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		<b><u>LRT – Lines 2 &amp; 4</u></b>	<b><u>Carleton</u></b>	<b><u>50</u></b>		
			<b><u>Mooney’s Bay</u></b>	<b><u>200</u></b>	<b><u>Yes</u></b>	
			<b><u>Walkley</u></b>	<b><u>200</u></b>		
			<b><u>Greenboro</u></b>	<b><u>200</u></b>	<b><u>Yes</u></b>	
			<b><u>South Keys</u></b>	<b><u>200</u></b>	<b><u>Yes</u></b>	
			<b><u>Leitrim</u></b>	<b><u>0</u></b>		
			<b><u>Limebank</u></b>	<b><u>160</u></b>	<b><u>Yes</u></b>	
			<b><u>Uplands</u></b>	<b><u>0</u></b>		
		<b><u>Southeast Transitway</u></b>	<b><u>Heron</u></b>	<b><u>160</u></b>		
			<b><u>Billings Bridge</u></b>	<b><u>160</u></b>	<b><u>Yes</u></b>	
			<b><u>Pleasant Park</u></b>	<b><u>160</u></b>		
			<b><u>Riverside</u></b>	<b><u>50</u></b>		
			<b><u>Smyth</u></b>	<b><u>160</u></b>		
		<b><u>Southwest Transitway</u></b>	<b><u>Fallowfield</u></b>	<b><u>20</u></b>		
			<b><u>Longfields North</u></b>	<b><u>160</u></b>		
			<b><u>Strandherd</u></b>	<b><u>160</u></b>	<b><u>Yes</u></b>	
			<b><u>Barrhaven Centre</u></b>	<b><u>160</u></b>	<b><u>Yes</u></b>	
		<b><u>Chapman Mills BRT</u></b>	<b><u>Longfields South</u></b>	<b><u>160</u></b>		
			<b><u>Beatrice</u></b>	<b><u>160</u></b>		
			<b><u>Nepean Woods</u></b>	<b><u>100</u></b>		
			<b><u>Riverview</u></b>	<b><u>100</u></b>		
		<b><u>417 Transitway</u></b>	<b><u>Eagleson</u></b>	<b><u>50</u></b>		
		<sup>1</sup> <b><u>Measured in people and jobs per gross hectare.</u></b> Gross hectares refers to the area within the designation including non-developable lands such as roads and parks.				
		<sup>2</sup> <b><u>The <i>Planning Act</i> allows municipalities to designate MTSA as Protected MTSA (PMTSAs), which is a requirement for the implementation of inclusionary zoning policies.</u></b>				
		Table 3b				
		Residential Density Requirements for Intensification, Dwellings per Net Hectare <sup>1</sup>				
		<b><u>Transect</u></b>	<b><u>Hubs and PMTSA</u></b>	<b><u>Neighbourhoods and Minor Corridors<sup>2</sup></u></b>	<b><u>Mainstreets</u></b>	
		<b><u>Downtown Core</u></b>	<b><u>250</u></b>	<b><u>80 to 120</u></b>	<b><u>120</u></b>	
		<b><u>Inner Urban</u></b>	<b><u>200</u></b>	<b><u>60 to 80</u></b>		

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		<table border="1" data-bbox="795 285 1857 350"><tr><td><b><u>Outer Urban</u></b></td><td><b><u>150</u></b></td><td><b><u>40 to 60</u></b></td><td></td></tr><tr><td><b><u>Suburban</u></b></td><td><b><u>150</u></b></td><td><b><u>40 to 60</u></b></td><td></td></tr></table> <p>1 Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</p> <p>2 The expressed density ranges <b><u>for Neighbourhoods and Minor Corridors</u></b> are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets as provided for in Policy 12 c) below.</p> <p>11) Additional dwellings, and coach houses, may be counted as part of the residential density target.</p> <p>12) The densities in Tables 3a and 3b, <del>in addition to</del> <del>and</del> the overall Growth Management targets in <del>Table 2</del> <b><u>Tables 2a and 2b</u></b>, shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:</p> <ul style="list-style-type: none"><li>a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;</li><li>b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table <del>3a</del> <b><u>3b</u></b> in larger sites intended for redevelopment within Hubs and Mainstreets;</li><li>c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.</li><li>d) May establish a minimum floor area for large dwellings; and</li><li>e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.</li></ul>	<b><u>Outer Urban</u></b>	<b><u>150</u></b>	<b><u>40 to 60</u></b>		<b><u>Suburban</u></b>	<b><u>150</u></b>	<b><u>40 to 60</u></b>		
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<b><u>Suburban</u></b>	<b><u>150</u></b>	<b><u>40 to 60</u></b>									
<b>2.9</b> 1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: a) support the achievement of compact, transit-supportive, and complete communities; b) incorporate climate change considerations in planning for and the	<b>3.2.2 19) - <u>new</u></b>	<p><i>Section 3.2 is re-numbered as Section 3.2.2.</i></p> <p><b><u>The City will review the minimum density targets identified in this Plan at the time of each comprehensive official plan update to ensure that the targets are appropriate and consistent with the policies of this Plan and the <i>Provincial Planning Statement</i>.</u></b></p>	The amendment is intended to reflect the PPS requirement.								

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development of infrastructure, including stormwater management systems, and public service facilities; d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.			
<b>6.1</b> 13. Minimum density targets will be revisited at the time of each official plan update to ensure the target is appropriate.	3.4	<del>8) To support villages as the focus areas of rural growth, a country lot subdivision may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met: a) The application in the former location is eligible for consideration for a country lot estate subdivision as per Section 9.2.3, policy 4 in Volume 1 and Area-specific policy 30.1 in Volume 2C, and no development of any kind or local street construction has occurred; b) The new location abuts a village boundary or is clustered adjacent to existing country lot subdivisions that existed as of November 4, 2022, and new applications for plan of subdivision and Zoning By-law amendment are submitted to finalize the relocation and decommission as per sub-clause e), as applicable; c) Notwithstanding Subsection 9.2.3, Policy 5), if on private services, the area of each proposed new lot shall be no less than 0.4 ha; but if full municipal services are available for the new lots subject to Policy d) below, lot sizes may be reduced; d) Development shall be serviced by adequate water quality and quantity, including municipal services if the City confirms there is sufficient capacity; shall not adversely affect the water and wastewater systems of nearby development; and, notwithstanding condition e) may require lot sizes greater than 0.4 ha;</del>	With the establishment of a new process for settlement area expansions, this policy, which permitted approved country lot subdivisions to relocate adjacent to villages, is to be deleted.
<b>2.3.2</b> 1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following: a) the need to designate and plan for additional land to accommodate an	3.5	<b><u>14) On lands within 300 metres of an Industrial and Logistics or Rural Industrial and Logistics designation, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long- term economic viability of employment uses within the designation, in accordance with provincial guidelines.</u></b>	This amendment is intended to reflect PPS language.

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<p>appropriate range and mix of land uses;</p> <p>b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;</p> <p>c) whether the applicable lands comprise specialty crop areas;</p> <p>d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available</p>			
<p><b>2.8.1</b></p> <p>3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long- term</p>	3.5	<p><b>3.5</b></p> <p>12) Major Office development shall play a fundamental role in supporting and increasing the ridership of the rapid transit and street transit network and shall be located in areas directly served by stations and stops on this network. Except where currently permitted by zoning, the City shall only permit new Major Office development in the following locations, <b><u>subject to an amendment to the Zoning By-law:</u></b></p>	<p>Section 3.5 Policy 12) is updated to clarify that the criteria are intended to be evaluated as part of an application to amend the Zoning By-law, and that d) applies to both Industrial and Logistics and Mixed Industrial designations.</p>



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economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.		a) The Downtown Core; b) Hubs; c) On land fronting Corridors that are transit priority corridors as designated on Schedules B1 through B8, or have a frequent street transit route, or where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station; d) Industrial <b><u>and Logistics and Mixed Industrial</u></b> designations where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station or 400 metres walking distance of a transit priority Corridor;	
<b>2.8.2</b> 3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities; b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses; c) prohibiting retail and office uses that are not associated with the primary employment use; d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.	3.5	3.5 <del>8) The City plans, protects and preserves the employment areas noted in Policy 7) above for current and future employment uses that are sector specific through an comprehensive review process. Applications to remove land within these employment areas or to convert them by adding non-employment uses shall only be considered at the time of the comprehensive review as required by the Planning Act. Applications received between comprehensive reviews shall be considered premature unless Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert lands in employment areas shall be contingent upon the Official Plan comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion. Lands not expressly deemed as employment areas for the purposes of the Provincial Policy Statement may evolve over time without the need for a comprehensive review.</del>  <del>8) 9) A comprehensive review to assess requests</del> <b><u>An Official Plan Amendment to remove</u></b> <del>convert</del> lands in <b><u>industrial/</u></b> employment areas <del>to other purposes</del> shall <b><u>demonstrate</u></b> <del>consider such matters as</del> <b><u>all of the following:</u></b> <del>a) Whether the lands in employment areas being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;</del> <del>b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;</del> <del>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;</del> <b><u>a) The need of the proposed use and the inability of the proposed use to locate within the current supply of developable land in the urban area and villages;</u></b> <b><u>b) The suitability of the lands to be removed for the proposed uses in relation to the remaining industrial/employment area;</u></b>	To align with PPS Policy 2.8.2 5., Official Plan Section 3.5 is updated to allow for the consideration of applications to remove or convert employment lands outside of a comprehensive Official Plan update.  Policy 8 outlines the process that applicants will need to undertake to determine whether the proposed removal or conversion would negatively impact the City's ability to accommodate projected employment growth.  Other minor terminology changes to align with that of the PPS are also included.

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		<p><b><u>c) The suitability of the lands to be removed for industrial/employment area uses and how they could be made suitable;</u></b>  <b><u>d) That the presence of the proposed uses will not preclude or hinder the ability of any existing businesses or future industrial/employment area uses to obtain a Provincial Environmental Compliance Approval, or the establishment of new industrial/employment area uses;</u></b>  <b><u>e) The ability of the remaining industrial/employment area vacant land supply to accommodate the industrial-related component of the employment projections of this Plan;</u></b></p> <p><i>Renumber subsequent policies</i></p>	
	4.2 Preamble	<p><del>Affordable housing is defined by the Provincial Policy Statement as the least expensive of:</del>  <del>a) Housing for which a low and moderate income household pays no more than 30 per cent of the household's gross annual income for home ownership or rental housing, or</del>  <del>b) A unit for which the rent is at or below the average market rent of a unit in the regional market area. Low to moderate income households are those with incomes in the lowest 60 per cent of the income distribution for the regional market area. In the case of ownership housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution; and in the case of rental housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution for renter households.</del></p>	The Official Plan defines affordable housing differently than the PPS, so the PPS definition included in the preamble of Section 4.2 is repealed to avoid confusion.
<b>Definitions</b> <b>Affordable:</b> means a) in the case of ownership housing, the least expensive of: 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality; b) in the case of rental housing, the least expensive of: 1. a unit for which the rent does not exceed 30 percent of gross annual household	4.2.2	4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that <del>20</del> <b><u>10 to 15</u></b> per cent of all new residential units be affordable. Of all affordable units, <del>70</del> <b><u>65</u></b> per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining <del>30</del> <b><u>35</u></b> per cent are to be targeted to households whose needs fall within the definition of market-affordability.	The PPS directs that municipalities coordinate with Service Managers on matters of housing and homelessness. Service Managers are responsible for housing and homelessness plans. This amendment aligns the Official Plan's affordable housing targets with those of the City's 10-Year Housing and Homelessness Plan.

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income for low and moderate income households; or 2. a unit for which the rent is at or below the average market rent of a unit in the municipality.			
<p><b>6.2</b></p> <p>1. A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:</p> <ul style="list-style-type: none"> <li>a) managing and/or promoting growth and development that is integrated with planning for infrastructure and public service facilities, including schools and associated child care facilities;</li> <li>b) economic development strategies;</li> <li>c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;</li> <li>d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;</li> <li>e) ecosystem, shoreline, watershed, and Great Lakes related issues;</li> <li>f) natural and human-made hazards;</li> <li>g) population, housing and employment projections, based on regional market areas, as appropriate; and</li> <li>h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness.</li> </ul>	4.5.1	<p>Conserving cultural heritage resources and honouring Ottawa's diverse cultural communities forms an integral part of the City's planning and decision-making. <del>Cultural heritage resources include: built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments and other types of sites that are of cultural value to a community</del></p> <ul style="list-style-type: none"> <li>1) <del>The City will</del> <b><u>Identify</u></b> and <del>evaluation of</del> <b><u>evaluate</u></b> of properties and areas of potential cultural heritage value, <del>shall be</del> consistent with <b><u>the Ontario Heritage Act and</u></b> provincial <del>policy, regulations and will include the consideration of design or physical value; historical or associative value; and contextual value</del></li> <li>2) The Heritage Management Plan will <b><u>further</u></b> define the vision, policies, tools and strategies to guide the City's heritage conservation program. The Plan will ensure that the City's heritage program is inclusive, reflects best practice and the diversity of heritage resources throughout the city.</li> <li>3) <del>Individual buildings, structures, and sites</del> <b><u>Significant built heritage resources and cultural heritage landscapes</u></b> shall be <b><u>considered for designated designation</u></b> as properties of cultural heritage value under Part IV of the Ontario Heritage Act.</li> <li>4) <b><u>Significant cultural landscapes,</u></b> <del>G</del>groups of buildings, <del>or and</del> areas of the city shall be designated as Heritage Conservation Districts under Part V of the Ontario Heritage Act, as shown on Annex 3.</li> <li>8) <b><u>The City may develop strategies to proactively identify, recognize and conserve properties or built heritage resources that may have potential cultural heritage value, but have not yet been evaluated, in collaboration with communities where possible and appropriate. These strategies may include, but are not limited to, developing and maintaining a publicly accessible inventory of properties or areas of the city that may have potential cultural heritage value but do not have status under the Ontario Heritage Act. Properties included in this inventory may be evaluated and, where appropriate, listed on the City's Heritage Register or designated under Parts IV or V of the Ontario Heritage Act.</u></b></li> </ul> <p><del>13)</del> The City shall immediately consider for the designation of any <del>resource of cultural heritage value</del> <b><u>built heritage resources</u></b> under the Ontario Heritage Act if that resource is threatened with demolition.</p>	<p>Rationale for change: relates to new 4.6.4 (b) and implementing proactive strategies, as well provides consistency with changes to OHA evaluation criteria. Concern with giving the impression of only dealing with existing designations; need to be able to identify new.</p> <p>Staff have identified a need to provide for the ability to identify and evaluate properties that are not yet "significant" or "protected" given the changes to 4.6 1. This relates to new PPS 4.6.4b).</p> <p>The intention is to balance being transparent about what properties may have value, while also recognizing new timelines/prescribed event restrictions under the Act.</p> <p>This also enables 4.6.5 through "collaboration with communities" as it speaks to not only to residents/groups, but could also include Indigenous communities.</p>
<b>4.6</b>	4.5.2	<b><u>The City encourages the retention and conservation of built heritage resources located on properties not designated under Parts IV or V of the Ontario Heritage Act.</u></b>	This amendment provides consistency with Bill 23 changes to the Ontario Heritage Act (OHA) related to

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1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved. 2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved. 3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved. 4. Planning authorities are encouraged to develop and implement: a) archaeological management plans for conserving archaeological resources; and b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.		<b><u>Where a development application is anticipated or proposed on a property without status under the Ontario Heritage Act, the City may pursue listing the property under Section 27 of the Ontario Heritage Act or designating the property under Parts IV or V of the Ontario Heritage Act, in accordance with the legislated procedures, regulations, and limitations of the Ontario Heritage Act.</u></b>	prescribed events/limitation on issuing Notice of Intention to Designate (NOID). With the PPS 4.6. policy change from "Significant" to "Protected", staff have identified a need for a policy that gives authority to give a property status under the OHA when appropriate.
	4.13 - <b><u>new</u></b>	<b><u>4.13 Agricultural System</u></b> <b><u>The agricultural system as defined by the <i>Provincial Planning Statement</i> is a system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. The two key components of the agricultural system are the agricultural land base and the agri-food network.</u></b>  <b><u>WHAT WE WANT TO ACHIEVE</u></b> 1) <b><u>Maintain and enhance the agricultural land base</u></b> 2) <b><u>Support the long-term prosperity of the agri-food network</u></b> 3) <b><u>Establish the requirements for agricultural impact assessments</u></b>  <b><u>4.13.1 Maintain and enhance the agricultural land base</u></b> 1) <b><u>The agricultural land base is comprised of all lands within the Agricultural Resource Area designation along with lands within the Rural Countryside designation that are being used for agricultural production. Lands with the Agricultural Resource Area and Rural Countryside designations are shown on Schedules B4 and B9.</u></b> 2) <b><u>In addition to the policies of this section, the Agricultural Resource Area and Rural Countryside designations are subject to the policies in Section 9 of this Plan.</u></b> 3) <b><u>The City shall maintain and enhance the geographic continuity of the agricultural land base with neighbouring municipalities and its functional connections to the agri-food network.</u></b> 4) <b><u>Agricultural uses, agriculture-related uses, and on-farm diversified uses shall be generally permitted in the agricultural land base, subject to the policies in Section 9 of this Plan and in accordance with Provincial guidance.</u></b> 5) <b><u>Non-agricultural uses should be located outside the agricultural land base. Where a non-agricultural use is proposed within the agricultural land base, impacts on the agricultural system shall be avoided and, where avoidance is not possible, minimized and mitigated.</u></b>  <b><u>4.13.2 Support the long-term prosperity of the agri-food network</u></b> 1) <b><u>The agri-food network includes elements important to the viability of the agri-food sector, including but not limited to infrastructure, agricultural services,</u></b>	While City staff look forward to the publication of provincial guidelines on the agricultural systems approach, in the interim, Section 4.11 has been added based on the <a href="#">implementation procedures</a> created for the Greater Golden Horseshoe municipalities.  Policy 1) in Section 4.11.1 clarifies which lands form the agricultural land base. The Agricultural Resource Area designation in the Official Plan is already identified as prime agricultural areas for the purposes of the PPS, while the Rural Countryside designation meets the “rural lands” definition within the PPS.  Policies 3) through 6) in Section 4.11.1 reflect the requirements in the provincial guidance issued for the GGH.  Subsection 4.11.2 sets out the policies pertaining to the agri-food network and reflects the direction in PPS Policies 4.3.1.1 and 4.3.6.1. It also specifies that mapping of agri-food assets may be established, however, the specifics of such mapping may vary.  Subsection 4.11.3, added to the new agricultural systems section, establishes the circumstances when the completion of an agricultural impact assessment is required. Such policies were required by the provincial <a href="#">implementation procedures</a> for the agricultural systems approach.  Policy 1) describes the circumstances where an AIA will always be required, while Policy 2) describes the circumstances where staff may request the

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		<p><b><u>farm markets, and distributors. These elements may be mapped by the City, the Province, the federal government, by non-government organizations including but not limited to ConnectON, or some combination thereof.</u></b></p> <p>2) <b><u>Where a non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network, the proposed use shall avoid and, where avoidance is not possible, minimize and mitigate impacts on the agricultural system.</u></b></p> <p>3) <b><u>Uses that contribute to healthy communities and a prosperous agri-food network, including but not limited to community gardens, farmer markets and indoor and outdoor crop production in urban areas and villages, are encouraged where appropriate.</u></b></p> <p>4) <b><u>The City shall seek to support and foster the long-term economic prosperity and productive capacity of the agri-food network through rural economic development, consultation with the agriculture community, consideration of impacts on the agri-food network in decision making, among other agriculture-focused strategies and initiatives.</u></b></p> <p><b><u>4.13.3 Establish the requirements for agricultural impact assessments</u></b></p> <p>1) <b><u>An agricultural impact assessment shall be required as part of a complete application in the following circumstances:</u></b></p> <p>    a) <b><u>Where a new or expanded non-agricultural use is proposed within the Agricultural Resource Area designation;</u></b></p> <p>    b) <b><u>Where adjustments or expansions are proposed to the settlement area in accordance with the policies in Section 3.1 of this Plan;</u></b></p> <p>    c) <b><u>Where an infrastructure project occurs within or crosses any land within the Agricultural Resource Area designation; and</u></b></p> <p>    d) <b><u>Any other circumstance as required by provincial guidance.</u></b></p> <p>2) <b><u>In addition to the circumstances described in Policy 1), an agricultural impact assessment may be required as part of a complete application in the following circumstances:</u></b></p> <p>    a) <b><u>Where a new or expanded non-agricultural use is proposed within the Rural Countryside designation where the site is currently used for agricultural production;</u></b></p> <p>    b) <b><u>Where a new or expanded non-agricultural uses abuts, interfaces with, or is in close proximity to lands used for agricultural production;</u></b></p> <p>    c) <b><u>Where a new or expanded non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network;</u></b></p> <p>    d) <b><u>Where a mineral aggregate extraction operation is proposed in the agricultural land base;</u></b></p>	<p>completion of an AIA. These policies were informed by the provincial implementation procedures, the <a href="#">Draft AIA Guidance Document</a>, and the <a href="#">Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas</a>. The agricultural policies in the Region of Niagara's Official Plan were also referenced, given those policies were cited by OMAFA as an exemplary implementation of the agricultural systems approach.</p> <p>Finally, Policy 3) ensures that, prior to the City of Ottawa creating terms of reference for AIAs, applicants must still reference any existing provincial guidance when completing an AIA.</p>



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		<p>e) <b><u>Any other circumstances where, at the sole discretion of the City, the size, scale, nature, location, and/or type of use is such that an agricultural impact assessment is required to demonstrate how impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated.</u></b></p> <p>3) <b><u>Notwithstanding Policies 1) and 2) above, new or expanded agriculture-related uses or on-farm diversified uses may be permitted without the completion of an agricultural impact assessment where the proposal complies with the underlying zoning.</u></b></p>	

<p><b>4.3.1</b></p> <p>1. Planning authorities are required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.</p> <p>2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.</p>	<p><b>4.13.3 - new</b></p>	<p><b>4.13.3 Establish the requirements for agricultural impact assessments</b></p> <p><b>3) <u>An agricultural impact assessment shall be required as part of a complete application in the following circumstances:</u></b></p> <p>    e) <u>Where a new or expanded non-agricultural use is proposed within the Agricultural Resource Area designation;</u></p> <p>    f) <u>Where adjustments or expansions are proposed to the settlement area in accordance with the policies in Section 3.1 of this Plan;</u></p> <p>    g) <u>Where an infrastructure project occurs within or crosses any land within the Agricultural Resource Area designation; and</u></p> <p>    h) <u>Any other circumstance as required by provincial guidance.</u></p> <p><b>4) <u>In addition to the circumstances described in Policy 1), an agricultural impact assessment may be required as part of a complete application in the following circumstances:</u></b></p> <p>    f) <u>Where a new or expanded non-agricultural use is proposed within the Rural Countryside designation where the site is currently used for agricultural production;</u></p> <p>    g) <u>Where a new or expanded non-agricultural uses abuts, interfaces with, or is in close proximity to lands used for agricultural production;</u></p> <p>    h) <u>Where a new or expanded non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network;</u></p> <p>    i) <u>Where a mineral aggregate extraction operation is proposed in the agricultural land base;</u></p> <p>    j) <u>Any other circumstances where, at the sole discretion of the City, the size, scale, nature, location, and/or type of use is such that an agricultural impact assessment is required to demonstrate how impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated.</u></p> <p><b>4) <u>Notwithstanding Policies 1) and 2) above, new or expanded agriculture-related uses or on-farm diversified uses may be permitted without the completion of an agricultural impact assessment where the proposal complies with the underlying zoning.</u></b></p> <p><b><u>Agricultural impact assessments shall be completed in accordance with the policies of this Plan, provincial guidance, and the approved terms of reference or other applicable documents.</u></b></p>	<p>Subsection 4.13.3, added to the new agricultural systems section, establishes the circumstances when the completion of an agricultural impact assessment is required. Such policies were required by the provincial <a href="#">implementation procedures</a> for the agricultural systems approach.</p> <p>Policy 1) describes the circumstances where an AIA will always be required, while Policy 2) describes the circumstances where staff may request the completion of an AIA. These policies were informed by the provincial implementation procedures, the <a href="#">Draft AIA Guidance Document</a>, and the <a href="#">Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas</a>. The agricultural policies in the Region of Niagara's Official Plan were also referenced, given those policies were cited by OMAFA as an exemplary implementation of the agricultural systems approach.</p> <p>Finally, Policy 3) ensures that, prior to the City of Ottawa creating terms of reference for AIAs, applicants must still reference any existing provincial guidance when completing an AIA.</p>
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<b>4.3.5</b> 2. Impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance.	5.1.4	1) Maximum <del>and minimum</del> building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows: a) <del>Up to 300-metre radius or 400-metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and</del> <b><u>Up to</u></b> High-rise inclusive; b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on: i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or ii) North of Nepean Street. <del>c) Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and</del> <del>d) c)</del> <b><u>c)</u></b> In order to provide a transition from the Hub to the adjacent built form, despite Policy <del>e) a)</del> , on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.	Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.  With the PMTSA policies being repurposed to accommodate the new MTSAAs, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.  Policy 1) in Section 6.1.1 is amended to clarify that Hubs are designated at the discretion of the City, as opposed to MTSAAs which are designated in accordance with the policies in the PPS.
<b>2.4.2</b> 1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station. 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or	5.2.3	1) Within Hubs, permitted building heights, are as follows: a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, <del>not less than 3 storeys and</del> up to High-rise; b) High-rise 41+ where permitted by a secondary plan; c) Outside the area described by Policy a), <del>not less than 3 storeys and</del> up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.	Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.  With the PMTSA policies being repurposed to accommodate the new MTSAAs, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.  Policy 1) in Section 6.1.1 is amended to clarify that Hubs are designated at the discretion of the City, as opposed to MTSAAs which are designated in accordance with the policies in the PPS.
	5.3.3	1) Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows: a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, <del>at least 3 storeys and</del> up to High-rise; and b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.	

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c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.			
<b>6.2</b> 9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: b) identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets; c) identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and 10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.	5.6.2.1	14) The Tewin new community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule B7. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary consistent with <del>section 1.1.3.9 of the Provincial Policy Statement</del> <b><u>Section 3.1 of this Plan.</u></b>	A policy reference to the previous PPS is amended.
<b>2.3.2</b> 1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following: a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses; b) if there is sufficient capacity in existing or planned infrastructure and public service facilities; c) whether the applicable lands comprise specialty crop areas;	<b><u>6.1</u></b>	6.1 Hubs  With the exception of designations that identify lands for industrial uses that generate impacts, urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. Many types of land uses can exist as part of the function of each designation.  Hubs are areas <b><u>intended for high density development</u></b> centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.	Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.  With the PMTSA policies being repurposed to accommodate the new MTSA's, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.  Policy 1) in Section 6.1.1 is amended to clarify that Hubs are designated at the discretion of the City, as

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<p>d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.</p>		<p>Hubs <del>are identified as Protected Major Transit Station Areas (PMTSAs)</del> <b><u>are identified as strategic growth areas</u></b> for the purposes of the <i>Provincial Policy Planning Statement</i>.</p> <p>Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.</p> <p>WHAT WE WANT TO ACHIEVE</p> <p>1) Define the Hubs and set the stage for their function and change over the life of this Plan</p> <p><del>2) ——— Set out the direction for Protected Major Transit Station Areas (PMTSAs)</del></p>	<p>opposed to MTSAAs which are designated in accordance with the policies in the PPS.</p>
<p><b>2.4.2</b></p> <p>1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.</p>	<p><b><u>6.1.1</u></b></p>	<p>1) Hubs are defined areas that <del>may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:</del></p> <p>a) <del>Hubs generally</del> <b><u>Generally</u></b> include lands <del>up to 600 metre radius or 800 metres within</del> walking distance, <del>whichever is greatest, from of</del> an existing or planned rapid transit station <del>or major frequent street transit stop</del>, and are shown on the B-series of schedules;</p> <p>b) Despite Policy a), the specified walking distance may <del>be reduced</del> <b><u>consider</u></b> where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and</p> <p>c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.</p> <p>3) Development within a Hub:</p>	<p>Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.</p> <p>With the PMTSA policies being repurposed to accommodate the new MTSAAs, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.</p>



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2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.		<p>g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:</p> <ul style="list-style-type: none"><li>i) <del>Reduction or e</del>Elimination of on-site minimum parking requirements;</li><li>ii) Maximum limits on parking supply;</li><li>iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;</li><li>iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;</li><li>v) Establishment of residential on-street parking permit zones; and</li></ul> <p>vi) Despite the above, visitor parking shall continue to be required for high-density residential uses <b><u>where parking facilities are provided</u></b>, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and</p> <p><b><u>6) The minimum permitted building heights within Hubs, unless otherwise specified by the appropriate transect policies, secondary plan or area-specific policy, shall be as follows:</u></b></p> <ul style="list-style-type: none"><li><b><u>a) When within a Major Transit Station Area and within a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys; and</u></b></li><li><b><u>b) Outside the area described by Policy a), not less than 2 storeys.</u></b></li></ul>	Policy 1) in Section 6.1.1 is amended to clarify that Hubs are designated at the discretion of the City, as opposed to MTSA's which are designated in accordance with the policies in the PPS. The preamble is updated to identify that Corridors are considered strategic growth areas.
	6.2	The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. <b><u>Corridors are identified as strategic growth areas for the purposes of the <i>Provincial Planning Statement</i>.</u></b>	
<b>6.2</b> 9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: b) identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets; c) identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and 10. Where there is no upper-tier municipality or where planning is not conducted by an	6.3.3	<p>3) Where a small-scale non-residential use is currently not permitted <del>as-of-right</del> <b><u>on a given property</u></b> in the Zoning By-law <del>and is proposed</del>, the City will <b><u>generally be supportive of</u></b> <del>consider</del> permitting these uses <b><u>through an amendment to the Zoning By-law</u></b>, provided the development meets all of the following:</p> <ul style="list-style-type: none"><li>a) They are small scale and serve the surrounding lands;</li><li>b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;</li><li>c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and</li><li><del>e)</del> <b><u>d)</u></b> They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.</li></ul>	

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upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.			
<b>6.2</b> 9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: b) identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets; c) identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and 10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.	6.4	6.4.2 <b><u>4) Where Corridors intersect or overlap with an Industrial and Logistics designation, the policies and permitted uses of the Industrial and Logistics designation shall prevail, however:</u></b> <b><u>a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Corridor; and</u></b> <b><u>b) Subject to a), transit shall be prioritized along Corridors.</u></b>	Within the Official Plan, several Corridors intersect or overlap with parcels in the Industrial and Logistics designation. To ensure land use compatibility and to maintain the viability of employment areas per PPS Policy 2.8.2 4., Official Plan Policies in Section 6.4.2 are updated to clarify that the industrial designation policies in the event of a conflict between those and the Corridor.
<b>2.8.2</b> 4. Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the	6.4	<b>6.4</b> 2) The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8: a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction; b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods; c) Auto service and body shops, heavy equipment and vehicle sales and service; d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning; e) Major Office in accordance with Subsection 3.5, Policy 12); and f) Offices that are accessory to a primary use <b><u>permitted in a) through d).</u></b>	Section 6.4 Policy 2) f) is updated to explicitly require that accessory office is permitted only where a primary use is an employment area use.

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planned uses and function of these areas.		1)	
<b>2.8.2</b> 3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities; b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses; c) prohibiting retail and office uses that are not associated with the primary employment use; d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.	6.5	<b>6.5</b> Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. <del>This designation corresponds to the office activities within employment areas as defined within the Provincial Policy Statement.</del> Where applicable, these areas can contribute to 15-minute neighbourhoods through the location of neighbourhood-based uses.	An outdated reference is removed from the preamble to reflect the updated employment area references and policies.
<b>2.4.2</b> 1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.	9.1	<del>Farmland</del> <b><u>Prime agricultural land</u></b> accounts for approximately 40 per cent of Ottawa's Rural area and is required by the <del>Provincial Policy</del> <b><u>Planning Statement</u></b> to be protected for long-term use for agricultural production by limiting development that would compromise productivity of these operations. These lands are comprised of Class 1, 2 and 3 soils, as identified through a Land Evaluation and Area Review (LEAR) study. Lands designated Agricultural Resource Area may also include lands with other classes of soil in order to recognize their part in an agricultural system <b><u>and, for the purposes of the Provincial Planning Statement, are considered to be prime agricultural areas.</u></b> Ottawa's agri-economy is a mix of agricultural operations including cash crop and livestock across approximately 1000 farm holdings, varying in size, and is a valuable industry which plays an important role to ensuring food security in the region.	Clarifying that the Agricultural Resource Area designation is considered to be prime agricultural areas.

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<p>2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:</p> <p>a) 200 residents and jobs combined per hectare for those that are served by subways;</p> <p>b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or</p> <p>c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.</p>			
<p><b>4.3.1</b></p> <p>1. Planning authorities are required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.</p> <p>2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.</p>	9.1.1 2)	<p>2) The City shall only consider the removal of land from an Agricultural Resource Area designation <del>to allow the expansion of a settlement area or identification of a new settlement area through a comprehensive review by addressing the matters required by the Provincial Policy Statement</del> <b><u>where it has been demonstrated through a City-initiated Land Evaluation and Area Review that the lands are not considered part of a prime agricultural area, in accordance with provincial guidance.</u></b></p>	Amending a policy that permitted the removal of lands from the Agricultural Resource Area through a settlement area expansion done via a comprehensive review, as the applicable PPS policies have since changed and the Official Plan prohibits settlement area expansions into prime agricultural areas.
	9.1.1 3)	<p><del>3) Official Plan amendments for the removal of land from an Agricultural Resource Area designation, outside of a comprehensive review and that does not constitute urban or village expansion, shall only be considered where it is demonstrated that the land does not meet the requirements for an Agricultural Resource Area through:</del></p> <p><del>a) A municipal-wide Land Evaluation and Area Review; or</del></p> <p><del>b) An area-specific assessment, where the area is equal to or greater than 250 hectares, or where an area of less than 250 hectares is agreed to by the City. The assessment will demonstrate that:</del></p> <p><del>i) Based upon new information, related to one or more LEAR factors, the lands are not part of a prime agricultural area; and</del></p> <p><del>ii) Any re-designation avoids the potential for adverse impacts to any adjacent agricultural land and operations, or if unavoidable, such adverse impacts are mitigated to the extent feasible.</del></p> <p><b><u>Lands designated as Agricultural Resource Area are considered to be part of the agricultural system and are subject to the applicable policies in Section 4.11 of this Plan.</u></b></p>	Policy 3) previously permitted the removal of Agricultural Resource Area lands outside of a settlement area expansion, which is not permitted as per PPS Policy 4.3.4.1. A new policy is added referencing the newly added section on agricultural systems.
	9.1.3	<p>1) Residential uses in Agricultural Resource Areas shall <b><u>only</u></b> be permitted <del>either</del> in the <b><u>following</u></b> forms <del>of:</del></p> <p>a) A <del>detached</del> <b><u>principal</u></b> dwelling on a lot fronting an existing public road; <del>and/or</del> <b><u>and up to two additional residential units, provided that, where</u></b></p>	Policy adjusted to reflect the requirements in the PPS.

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		<b><u>two additional residential units are proposed, at least one of these additional residential units is located within or attached to the principal dwelling, and any additional residential units:</u></b> <b><u>i. Comply with the minimum distance separation formulae;</u></b> <b><u>ii. Are compatible with, and would not hinder, surrounding agricultural operations;</u></b> <b><u>iii. Have appropriate sewage and water services;</u></b> <b><u>iv. Address any public health and safety concerns;</u></b> <b><u>v. Are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and</u></b> <b><u>vi. Minimize land taken out of agricultural production.</u></b>	
<b>4.3.2</b> 4. A principal dwelling associated with an agricultural operation shall be permitted in prime agricultural areas as an agricultural use, in accordance with provincial guidance, except where prohibited in accordance with policy 4.3.3.1.c). 5. Where a residential dwelling is permitted on a lot in a prime agricultural area, up to two additional residential units shall be permitted in accordance with provincial guidance, provided that, where two additional residential units are proposed, at least one of these additional residential units is located within or attached to the principal dwelling, and any additional residential units: a) comply with the minimum distance separation formulae; b) are compatible with, and would not hinder, surrounding agricultural operations; c) have appropriate sewage and water services; d) address any public health and safety concerns;	9.3	<b>9.3.2</b> 1) The following uses are permitted in Rural Industrial and Logistics areas a) Heavy and light industrial uses, such as value-added processing, fabrication, manufacturing, equipment and supply centres, machine and vehicle sales and servicing, landscape and construction yards, nurseries; b) Transportation, distribution, warehouse and large-scale storage operations; c) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or waste transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs; where they shall not be located adjacent to a highway unless suitable screening and landscaping are provided; and d) Commercial uses that primarily provide services to employees of <del>the</del> Rural Industrial and Logistics <del>uses area or the travelling public</del> such as a restaurant, gas station, a retail store up to 300 square metres of gross leasable space or similar uses. A commercial use involving the display and sale of products manufactured or warehoused on the site are permitted provided that the retail floor space does not exceed the greater of 300 square metres or 25 per cent of the gross floor area of the building	The reference to providing services to the travelling public in Policy d) is removed as retail uses in Employment Areas must be associated with a primary employment use.



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<p>e) are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and</p> <p>f) minimize land taken out of agricultural production.</p> <p>Lots with additional residential units may only be severed in accordance with policy 4.3.3.1.c).</p> <p>6. For greater certainty, the two additional residential units that are permitted on a lot in a prime agricultural area in accordance with policy 4.3.2.5 are in addition to farm worker housing permitted as an agricultural use.</p>			
<p><b>2.8.2</b></p> <p>3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:</p> <p>a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;</p> <p>b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;</p> <p>c) prohibiting retail and office uses that are not associated with the primary employment use;</p> <p>d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and</p> <p>e) including an appropriate transition to adjacent non-employment areas to</p>	<p>11.4 <b><u>6) - new</u></b></p>	<p><b><u>The City shall collaborate with school boards to facilitate early and integrated planning for schools and associated childcare facilities.</u></b></p>	<p>To reflect the PPS requirement.</p>

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ensure land use compatibility and economic viability.			
<b>6.2</b> 4. Planning authorities and school boards shall collaborate to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs. 5. Planning authorities shall collaborate with publicly-assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of housing options near existing and planned post-secondary institutions to meet current and future needs. 6. Further to policy 6.2.5, planning authorities should collaborate with publicly-assisted post- secondary institutions on the development of a student housing strategy that includes consideration of off-campus housing targeted to students.	11.6	<b><u>18) The boundaries of transect areas and overlays shall not be modified unless done through a comprehensive official plan update.</u></b> <b><u>19) Notwithstanding Policy 18) above, new land may be added to the Suburban Transect and Future Neighbourhood Overlay outside of a comprehensive official plan update in accordance with Section 3.1, Policy 5), and lands may only be removed from the Future Neighbourhood Overlay in accordance with the policies in Section 5.6.2.</u></b>	Policies prohibiting the modifications of transect boundaries and overlays outside of a comprehensive review are amended to reflect the amended Official Plan policies above.
<b>2.3.2</b> 1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following: a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses; b) if there is sufficient capacity in existing or planned infrastructure and public service facilities; c) whether the applicable lands comprise specialty crop areas; d) the evaluation of alternative locations which avoid prime agricultural areas	11.8	<b><u>11.8 Provide direction for pre-application consultations prescribed and required prescribed information and materials for complete applications</u></b> 1) Prior to submitting a development proposal, a pre-application consultation meeting is recommended with City staff in order to identify the information <b><u>and materials</u></b> that will be required at the time of application submission. <del>The City has the authority to request additional information, that will be required as part of a complete application, after further review of the application proposal [Amendment OPA 34, By-law 2024-506, Omnibus-2 item 32, November 13, 2024]</del>  2) Development shall comply with the complete application submission requirements of the <del>Planning Act. The City will maintain a Development Application Study policy, which will be reviewed with applicants in the pre-consultation process. To process the application, the City may require additional information and/or reports as listed in the Policy.</del> <b><u>Section 11.8, Policy 3) lists the information and materials that may be required as part of a complete application. The required additional information and/or reports materials will be identified by City staff</u></b> in writing after a pre-application consultation or after further	The section is updated to list the prescribed information and materials that may be requested as part of an application under the Planning Act. The list is currently contained in a By-law (By-law No. 2023-297)

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<p>and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.</p>		<p>review of the development proposal. All required <del>reports</del> <b><u>information and materials</u></b> must be completed to the satisfaction of the City or relevant approval authority.</p> <p><b><u>New Policy 3) In addition to the prescribed information and materials, any person or public body that makes an application for:</u></b></p> <ul style="list-style-type: none"><li>• <b><u>Official Plan amendment</u></b></li><li>• <b><u>Zoning By-law amendment</u></b></li><li>• <b><u>Plan of Subdivision</u></b></li><li>• <b><u>Plan of Condominium</u></b></li><li>• <b><u>Site Plan Control</u></b></li><li>• <b><u>Urban and Village Boundary Expansion Official Plan amendment</u></b></li></ul> <p><b><u>may be required to provide such additional information and materials that the City may need, at the time of filing an application, to deem an application complete.</u></b></p> <p><b><u>The additional information and materials that may be required to be provided are:</u></b></p> <p><b><u>a) Application Form</u></b></p> <p><b><u>b) Agrology and Soil Capability Study</u></b></p> <p><b><u>c) Archaeological Assessment</u></b></p> <p><b><u>d) Building Elevations</u></b></p> <p><b><u>e) Community Energy Plan</u></b></p> <p><b><u>f) Environmental Impact Study</u></b></p> <p><b><u>g) Energy Modelling Report</u></b></p> <p><b><u>h) Environmental Management Plan</u></b></p> <p><b><u>i) Environmental Site Assessment (Phase 1 &amp; Phase 2)</u></b></p> <p><b><u>j) Geotechnical Study</u></b></p> <p><b><u>k) Grading and Drainage Plan</u></b></p> <p><b><u>l) Heritage Impact Assessment</u></b></p> <p><b><u>m) Heritage Act Acknowledgment Report</u></b></p> <p><b><u>n) Hydrogeological and Terrain Analysis</u></b></p> <p><b><u>o) High-performance Development Standard</u></b></p> <p><b><u>p) Impact Assessment Study - Mineral Aggregate</u></b></p> <p><b><u>q) Impact Assessment Study - Mining Hazards</u></b></p> <p><b><u>r) Impact Assessment Study - Waste Disposal Sites I Former Landfill Sites</u></b></p> <p><b><u>s) Landscape Plan</u></b></p> <p><b><u>t) Mature Neighbourhood Streetscape Character Analysis</u></b></p> <p><b><u>u) Minimum Distance Separation</u></b></p> <p><b><u>v) Noise Control Study</u></b></p> <p><b><u>w) Parking Plan</u></b></p>	

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		<p><u>x) Plan of Survey</u> <u>y) Plan of Subdivision</u> <u>z) Plan of Condominium</u> <u>aa) Planning Rationale</u> <u>ab) Preliminary Construction Management Plan</u> <u>ac) Public Consultation Strategy</u> <u>ad) Rail Proximity Study</u> <u>ae) Shadow Analysis</u> <u>af) Site Plan</u> <u>ag) Site Servicing Study</u> <u>ah) Slope Stability Study</u> <u>ai) Transportation Impact Assessment</u> <u>aj) Tree Conservation Report</u> <u>ak) Urban Design Brief Urban Design Review Panel Report</u> <u>al) Urban and Village Boundary Expansion - Land Needs Assessment</u> <u>am) Urban and Village Area Boundary Expansion - Settlement Area Parcel Analysis</u> <u>an) Urban and Village Area Boundary Expansion - Infrastructure Capacity Assessment</u> <u>ao) Water Budget Assessment</u> <u>ap) Wellhead Protection Study</u> <u>aq) Wind Analysis</u> <u>ar) Zoning Confirmation Report</u> <u>as) Agricultural Impact Assessment</u></p> <p><b><u>New Policy 4) After the City has deemed an application complete, the City may require additional information and materials as listed in Policy 3); however, the provision of such additional information and materials will not change the date that the application was originally deemed complete.</u></b></p> <p><del>53) For each of the studies</del> <b><u>additional information and materials</u></b> <del>listed in a Development Application Study policy</del> <b><u>Policy 3)</u></b>, the City will provide terms of reference and/or guidelines outlining study requirements. These terms of reference and/or guidelines are meant to set the minimum standards for <del>the study</del> submission expectations, required as part of a complete application. <b><u>These terms of reference and/or guidelines may be provided through a By-law.</u></b></p> <p><b><u>6) In addition to the prescribed information required by the <i>Planning Act</i> and the additional information and materials listed in Policy 3), other information and materials may be requested by the City during the pre-consultation process or after</u></b></p>	

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		<p><b><u>an application has been deemed complete through the review process. This other information and materials may be requested to:</u></b></p> <ul style="list-style-type: none"><li><b><u>assist in understanding, evaluating and making recommendations on the application; and</u></b></li><li><b><u>ensure that sufficient information and materials, in an appropriate format, can be made available to the commenting agencies; the public; City Council; and delegated approval authorities.</u></b></li></ul> <p><b><u>However; the provision of the other information and materials is not required for an application to be deemed complete by the City, nor will the provision of the other information and materials change the date that the application was originally deemed complete.</u></b></p> <p><del>7) 4) Applications for alteration or development on properties designated under the <i>Ontario Heritage Act</i> or notices required for demolition on listed properties under the <i>Ontario Heritage Act</i>, shall include information outlined in an applicable Heritage Conservation Districts plan or guidelines, procedural documents approved by Council, information required by any future amendments to the <i>Ontario Heritage Act</i>, or the Development Application Study policy</del> <b><u>and may include information listed and materials listed in Policy 3) above.</u></b></p>	
<p><b>2.3.2</b></p> <p>1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:</p> <ul style="list-style-type: none"><li>a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;</li><li>b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;</li><li>c) whether the applicable lands comprise specialty crop areas;</li><li>d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on</li></ul>	12.1 7)	<p>Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. <del>The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.</del></p>	<p>Policies prohibiting the modifications of transect boundaries and overlays outside of a comprehensive review are amended to reflect the amended Official Plan policies above.</p>

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<p>lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.</p>			
<p><b>2.3.2</b></p> <p>1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:</p> <p>a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;</p> <p>b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;</p> <p>c) whether the applicable lands comprise specialty crop areas;</p> <p>d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible,</p>			

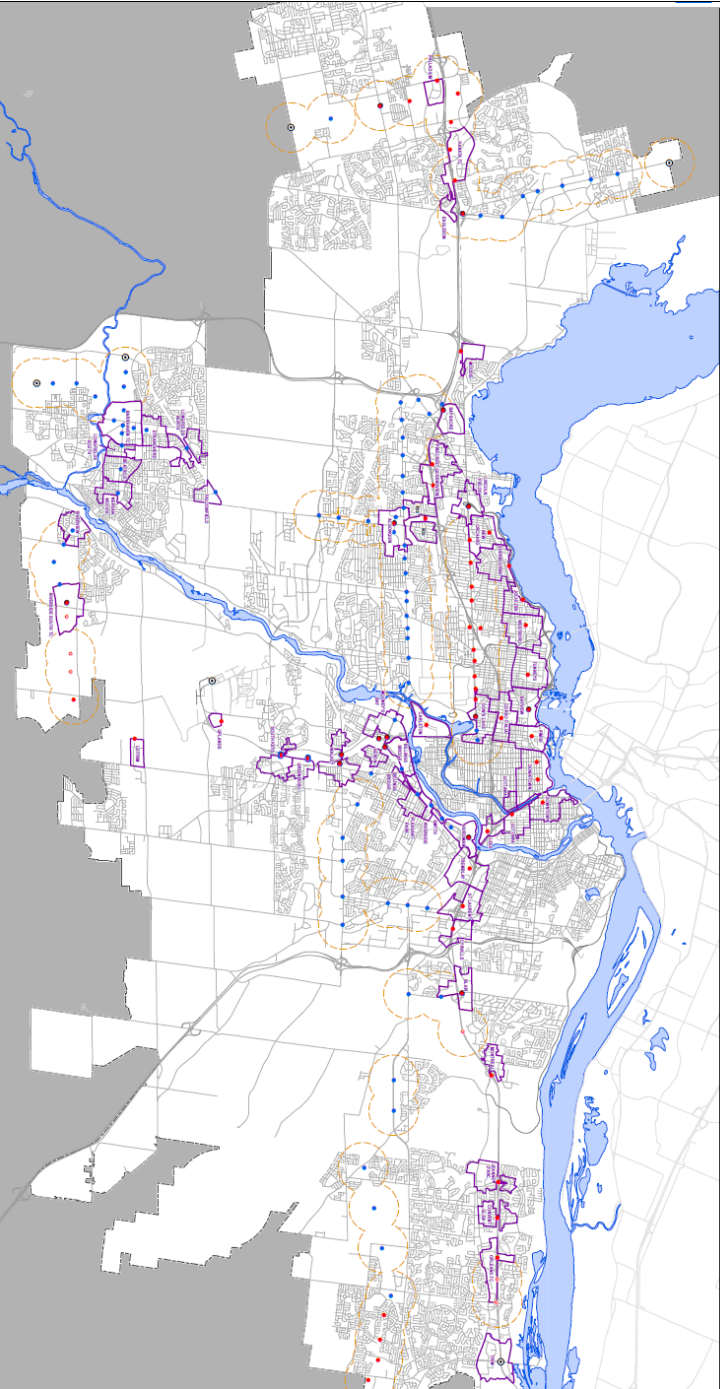


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<p>consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</p> <p>e) whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.</p> <p>2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.</p>			

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<b><u>8: Definitions</u></b>	13, Table 10	<ul style="list-style-type: none"><li>• Adverse <del>effects</del> <b><u>effect</u></b></li><li>• <b><u>Agricultural impact assessment</u></b></li><li>• <b><u>Agri-food network</u></b></li><li>• Areas of natural and scientific interest (<del>ANSI</del>)</li><li>• <b><u>Complete communities</u></b></li><li>• <del>Comprehensive review</del></li><li>• <b><u>Designated and available</u></b></li><li>• <b><u>Energy storage system</u></b></li><li>• <b><u>Higher order transit</u></b></li><li>• <b><u>Low- and moderate-income households</u></b></li><li>• <b><u>Low impact development</u></b></li><li>• <b><u>Major transit station area</u></b></li><li>• <b><u>Multimodal</u></b></li><li>• <b><u>Public service facilities</u></b></li><li>• <del>Recreation</del></li><li>• <b><u>Strategic growth areas</u></b></li><li>• <b><u>Watershed planning</u></b></li></ul>	Table 10 contains all the definitions where the Official Plan uses the same definition as the PPS. Amendments are made to the table to reflect new, removed, and modified changes to the definitions within the PPS, where the intent of the Official Plan policies remain unchanged.
	13. Definitions	<p><b><u>Comprehensive official plan update: A review and update of the Official Plan initiated by the City in accordance with Section 26 of the <i>Planning Act</i>.</u></b></p> <p><del>Low impact development: A stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff through distributed, small-scale structural practices that mimic natural or predevelopment hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. These practices can effectively remove nutrients, pathogens and metals from runoff, and they reduce the volume and intensity of stormwater flows.</del></p>	<p>Although the PPS no longer defines the term “comprehensive review”, Section 26 of the <i>Planning Act</i> still requires that municipalities update their official plan at regular intervals, therefore, a definition is added to reflect such updates. Additionally, there is still a need for the Official Plan to distinguish between privately-initiated official plan amendments, and those undertaken by the City via Section 26 of the <i>Planning Act</i>.</p> <p>The definition of low impact development is repealed as it is now a term defined by the PPS.</p>
<b>6.2</b> 9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: b) identify areas where growth and development will be focused, including strategic growth areas, and establish	Volume 1, Schedule B1	<i>Volume 1, Schedule B1 is amended as shown on Schedule XX:</i>	During the review of Strategic Growth Areas, an inconsistency was discovered between Volume 1, which identified Mann Ave as a Minor Corridor, and the Central and East Downtown Core, which omitted it. Staff reviewed the Minor Corridor designation and determined that the designation on Mann in Volume 1 should be removed.



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d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.			and Logistics lands within the block to Neighbourhood.
<b>2.4.2</b> 1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station. 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.	Volume 1, Schedule C1 – Protected Major Transit Station Areas	Per the Schedule below, amend the Schedule to show the new MTSAs and to adjust the PMTSA boundaries  Visually distinguish PMTSAs from MTSAs  Remove the word “Protected” from the Schedule name	Amend the Schedule to show the new MTSAs and to adjust the PMTSA boundaries  Visually distinguish PMTSAs from MTSAs  Remove the word “Protected” from the Schedule name





Policy Changes to align with changes to the *Planning Act*

Planning Act Policy	OP Section	Official Plan Amendment Unless otherwise indicated, <b>bold and underline</b> indicates new text, <del>strikethrough</del> indicates removed text	Rationale	
		Infrastructure: includes but not limited to municipal water, municipal wastewater, stormwater management systems, transit, roads, active transportation systems, electricity transmission and distribution systems, communications/telecommunications, and oil and gas pipelines.  Public service facilities: includes but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.	Provide more specific information in regards to urban and village expansion requirements.	
<b>1</b> (1.1) An area of land designated in an official plan for clusters of business and economic uses is an area of employment for the purposes of this Act even if the area of land includes one or more parcels of land that are subject to official plan policies authorizing the continuation of a use that is excluded from being a business and economic use under paragraph 2 of the definition of “area of employment” in subsection (1), provided that the use was lawfully established on the parcel of land before the day subsection 1 (1) of Schedule 6 to the Helping Homebuyers, Protecting Tenants Act, 2023 came into force. 2023, c. 10, Sched. 6, s. 1 (2).	9.3	5) Notwithstanding the uses listed in Policy 2), legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.  9.3.2 New Policy 4):  <b><u>4) Notwithstanding the uses listed in Policy 1), legally existing uses on October 20, 2024, are also permitted and minor expansions of those uses may be considered.</u></b>	The Industrial and Logistics and Rural Industrial and Logistics designations are both intended to be considered employment areas for the purposes of the PPS and Areas of Employment for the purposes of the Planning Act.  At the time of adoption of the Official Plan, the Industrial and Logistics section included a policy to allow the continuance and minor expansion of non-conforming uses. Staff have determined that the permitted uses within the Industrial and Logistics designation are already compliant with the new employment area / area of employment definitions, and so expanding the non-conforming policy to uses established before October 20, 2024, is unnecessary.  The Rural Industrial and Logistics section did not include a policy to allow the continuance and minor expansion of non-conforming uses. Given that changes are modifications are proposed to the permitted uses in the Rural Industrial and Logistics designation to exclude commercial uses for the travelling public, it is recommended that a non-conforming policy be added and that it aligns with the date that the new PPS and Area of Employment definition in the Planning Act came into force.	