

# **Document 1 – Overview of changes in Draft 2 of the Zoning By-law**

This document provides an overview of the changes in Draft 2 of the new Zoning By-law.

## **Part 1 – Interpretation, Interpretation and Definitions**

This part of the draft Zoning By-law includes provisions that guide how the By-law is interpreted.

### Sections 101 to 199

Minor technical edits were made to clarify intent in Sections 103 – Continuation Provisions, 124 - Former Typology Interpretation, 125 – Elements not part of the By-law, 132 – Split Zoning, 133 – Purpose Statements, 134 – By-law Organization, 139 - Overlays, 143 – Multiple Buildings, and 144 – One Lot for Zoning Purposes. The edits did not change the intent of the provisions.

In Section 199 - Definitions, minor amendments were made to add clarity to definitions based on public comments.

New definitions for “adverse effect” and “inclusive bicycle parking space” are proposed, and definitions for “parkway” and “training centre” are reintroduced after being deleted in Draft 1.

The definition of “municipal service centre” has been replaced with “government service centre.” The previous land use was broadly permitted, and the revised title makes it clear that the broad permissions extend to other levels of government, including passport office and Service Ontario locations.

The definition of “ground floor” has been slightly changed to refer to “storey” rather than “floor.” This is because “storey” is another defined term, so determining the height of the ground floor can now be directly tied to the definition of storey. This is meant to provide clarity and consistency when applying provisions dealing with the ground floor, such as façade and glazing provisions.

Also in Draft 2, the definition of “development” is proposed to be amended to be more consistent with the Provincial Planning Statement, 2024.

## Part 2 – General Provisions

This part of the draft Zoning By-law includes provisions that apply generally to most forms of development.

### Section 201 - Adequate Services and On-site Stormwater Management

Section 201 requires on-site stormwater management where development results in an increase in stormwater run-off from the property. The provisions in Section 201 align with directions in the Infrastructure Master Plan.

In response to comments, minor technical modifications were made to the provisions in this section. The words “adverse impacts” were revised to “adverse effects”, to refer to the *Environmental Protection Act*, and a definition for “adverse effect” was added to Section 199 to establish a specific meaning from that act. The word “activities” was deleted and replaced by new text that refers to hard landscaping and driveways, to clarify the intent of the provisions.

### Section 202 - Accessory Uses, Buildings and Structures

For clarity, the titles “Urban Transects” and “Rural Transect” have been added in Draft 2 above the corresponding provisions. A new provision is also proposed in Draft 2 to permit garbage or bicycle storage next to a building. Provided it has no windows, a building or structure with a maximum width of 2 metres and a maximum depth of 1 metre would be permitted with no minimum required separation distance from the principal building.

### Section 203 - Projections Above the Height Limit

The provisions for the Urban Transects and Rural Transect are listed together in Draft 2. Also, a new provision to permit indoor amenity area on a building five storeys or higher is proposed in Draft 2. This provision outlines the maximum floor area, maximum projection above the height limit, and minimum setback from an exterior wall for this feature.

### Section 204 - Projections into Yards

For Draft 2 the provision that permitted accessibility ramps to have no limit with respect to setback or projection has been broadened to include accessibility structures and devices and these provisions have been moved to the beginning of the section. A new provision is proposed for decks, platforms, porches, and verandahs that would require these features to be located above the ground when projecting into a yard with a depth of 3 metres or less. Similar to the provision introduced in Draft 1 for bay windows, this is intended to provide additional area for the active root zone of trees.

#### Section 205 – Frontage on a Public Street

Technical clarifications were made to this section.

#### Section 206 – Office to Residential Conversions

No changes were made to this section.

#### Section 207 - Provisions for High-Rise Buildings

A new Schedule A12 has been created to identify where the provisions in Section 207 apply, and a new provision was added to Section 207 to operationalize all of the provisions detailed in the new schedule.

#### Section 208 – Amenity Area

Minor changes were made to this section. The exemption from amenity area requirements for mixed-use buildings containing eight dwelling units is proposed to apply to any building containing eight or fewer units, and the requirement for a communal amenity area to be at least 54 square metres in size is proposed to apply only in circumstances where more than one communal area is provided (as presently applies in the current Zoning By-law 2008-250). Finally, a new provision is proposed to be added clarifying that areas provided as part of privately-owned public spaces (POPS) do not count towards amenity area requirements.

#### Section 209 - Heritage Provisions

No substantive changes were made to this section. Buildings and properties designated under Part IV or V of the *Heritage Act* are subject to a rigorous design review through the heritage permit process which includes public processes at the Built Heritage Sub-Committee and the Planning and Housing Committee. Given this rigorous design review process and the protections against demolition under the *Heritage Act*, provisions in the Heritage Overlay in the current Zoning By-law that freeze the height and massing of designated buildings are not proposed to be brought forward in the new Zoning By-law.

The proposed new heritage provisions in Section 209 will provide exemptions from "design-related" requirements in the Zoning By-law, such as upper-floor "step back" requirements or similar façade articulation requirements that could interfere with existing designated properties. This is to ensure that redevelopments involving the retention of a designated building do not require relief from the Zoning By-law where the existing building does not meet these current provisions.

#### Section 210 – Provisions for Underground Structures

The provisions in Section 210 have been modified to eliminate the proposed requirements for setbacks for below-grade portions of a building. A minimum soil volume of 30 cubic metres is still proposed to apply but is proposed to only apply in rear yards

where the below-grade portion of a building projects into the yard (as opposed to “front, exterior side, or rear yards” as was proposed in Draft 1).

#### Section 211 - Temporary Uses

No changes were made to this section.

#### Section 212 – Wayside Pits and Quarries

No changes were made to this section.

#### Section 213 – Utility Installations

In Draft 2 a new provision was added in subsection (5) to address where a maximum yard setback in the Zoning By-law and a minimum setback from hydro infrastructure both apply, the maximum setback in the Zoning By-law is deemed to be increased to the minimum setback required from hydro infrastructure.

#### Section 214 - Alternative Setbacks for Tree Retention

A modification was made to refer to “protected” trees as defined under the [Tree Protection By-law](#) rather than “distinctive trees”. This allows an alternative setback to be used to protect a “distinctive tree” located in the right-of-way where part of the root zone of that tree is on private property.

#### Section 215 – Parks

No changes are proposed to this section.

#### Section 216 – Corner Site Triangles

No changes are proposed to this section.

#### Section 217 – Waste Management Provisions

This is a new section in Draft 2, however the provisions it contains were previously part of Section 803 in Draft 1. The provisions of this section are intended to ensure that sufficient waste management storage is provided for residential uses in accordance with the *Solid Waste Management Guidelines*, particularly for residential development that is not subject to Site Plan Control approval. As residential development can occur in mixed-use zones in addition to residential zones such as the Neighbourhood zones, these provisions have been relocated to a new section in Part 2 so that they apply to all zones that contemplate residential uses, and not solely to the N1-N6 zones.

## Part 3 – Specific Use Provisions

This part of the draft Zoning By-law includes provisions that apply to specific land uses.

### Section 301 - Home-Based Businesses and Home-Based Daycares

In Draft 2, some of the provisions in this section were converted from a table format to a text format to improve ease of interpretation. A clarification has been added to confirm that a home-based business is not permitted to be operated outdoors. A new provision was added that requires outdoor play areas along busy streets to be located at the rear of the building to reduce exposure to traffic-related air pollution. The list of businesses that require a business license was modified to delete home-based food businesses. The [Ontario Food Premises Regulation](#), under the *Health Protection and Promotion Act*, requires that a person give notice to the medical officer of health of an intention to operate a food premises. A business license is not required.

### Section 302 - Short-term Rental

Minor technical edits were made to this section.

### Section 303 - Cottage Rental

Minor technical edits were made to this section.

### Section 304 - Adult Entertainment Parlour

This section is proposed to be deleted. This land use is not a permitted use in any zone and may only be permitted through a site-specific zoning by-law amendment. The definition for this land use will remain in Section 199 - Definitions as this land use is used in exceptions to permit it on a site-specific basis. The land use term for adult entertainment parlour is proposed to be revised to adult entertainment establishment in response to comments received and to align with how other land use terms are named.

### Section 304 – Day Care Provisions (new provisions)

This is a new section to implement Official Plan policy 4.6.4 (4), which directs that outdoor children's play areas should avoid locations adjacent to high traffic corridors. The new provisions require outdoor play areas along busy streets to be located at the rear of the building to reduce exposure to traffic-related air pollution. An exception is provided if a minimum 2-metre opaque screen is located between the play area and a street shown on a new Schedule A10. This schedule identifies the roads that carry medium to high levels of traffic where these provisions apply and was developed in cooperation with Ottawa Public Health and Transportation Planning staff.

#### Section 305 - Bicycle and Motor Vehicle Training Facility

No changes were made to this section.

#### Section 306 - Cannabis Production Facility

Minor technical edits were made to this section.

#### Section 307 - Car Sharing Service

Minor technical edits were made to this section.

#### Section 308 - Drive-Through Operations

In Draft 2, screening is no longer required between a queuing lane and a commercial building, and no more than two queuing lanes are permitted for all drive-through facilities. Previously, this limit applied only to restaurants. Technical edits were also made to this section to improve formatting.

#### Section 309 - Food Production

Technical edits were made to this section to improve clarity. Additionally, the maximum height of a building containing indoor food production that is located in a required interior side yard or rear yard or in a parking lot in an N5 or N6 – Neighbourhood zone was limited to 8 metres when the property abuts an N1 – N4 – Neighbourhood zone. In all other cases the maximum height is 12 metres.

#### Section 310 – Micro-Distribution Facility

No changes were made to this section.

#### Section 311 – Outdoor Commercial Patios

A minor technical edit was made to this section.

#### Section 312 – Payday Loan Establishment

No changes were made to this section.

#### Section 313 – Personal Brewing Facilities

A minor technical edit was made to this section.

#### Section 314 – Place of Worship and Place of Assembly

A minor technical edit was made to this section.

#### Section 315 – Propane and Natural Gas Provisions

No changes were made to this section.

#### Section 316 – Rapid Transit Network

No changes were made to this section.

#### Section 317 – Snow Disposal Facility

No changes were made to this section.

#### Section 318 – Storefront Industry

A minor technical edit was made to this section.

#### Section 319 - Waste Processing and Transfer Facility in the Rural Area

This section has been updated to apply to the Rural Industrial and Logistics - RIL3, RIL4 and RIL5 subzones, which replace the Rural Heavy Industrial zone in the Rural Industrial and Logistics designation, in addition to the Rural Heavy Industrial Zone. This modification ensures this use will continue to be permitted in all locations where it is permitted in the current Zoning By-law 2008-250.

#### Section 320 – Kennels

Subsection (1)(g) has been revised to allow the separation distance to be reduced to 50 metres provided noise attenuation measures are introduced where there are less than four dog runs. The current provision allows sound attenuation for more intensive kennel operations, while not offering the same option for less intensive kennel operations. The proposed edit would allow a reduced separation distance for kennels, provided there is sound attenuation, that have four dog runs or less, in addition to more than four dog runs.

#### Section 321 – Hydronic Heaters

A technical edit was made to how zone codes are referenced.

#### Section 322 – On-Farm Diversified Uses

A provision that required “every effort should be made to cluster on-farm diversified uses, make use of existing laneways, and to locate on areas of poorer soil” has been removed as it does not include a quantitative standard that can be enforced. A technical edit was made to clarify that an on-farm diversified use is permitted where an agricultural use is permitted. This confirms that for dual-zoned properties, an on-farm diversified use is only permitted on the portion of a lot where an agricultural use is permitted.

## **Part 4 – General Setbacks**

This part of the draft Zoning By-law includes general setback provisions.

### Section 401 - Minimum Distance Separation - Livestock Operations

Minor technical changes were made to this section.

### Section 402 - Setback from Railway Right-of-Ways

No changes are proposed to this section.

### Section 403 – Setback from TransCanada Pipeline

This section was revised as a result of correspondence from TransCanada Pipelines Limited requesting that all setbacks be increased to 7 metres and to clarify that the setback applies to parking and loading areas and infrastructure.

### Section 404 - Setback from Surface Water Features

This section implements policies in [Section 4.9.3](#) of the Official Plan relating to setbacks from surface water features. A minor technical edit was made to this section. The word “or” was deleted as it was redundant.



## Part 5 – Overlay Provisions

This part of the draft Zoning By-law includes provisions that are applied to certain areas of the city through an overlay that appears on the Zoning Map.

### Section 501 - Flood Plain Overlay

The provisions for the flood plain overlay prohibit development and supersede the provisions of the underlying zone and all other provisions in the Zoning By-law. A purpose statement was added to this section to clarify intent. No other changes were made to this section.

### Section 502 – Mineral Aggregate Separation Overlay

To ensure consistency with the definitions used in the 2024 Provincial Planning Statement (PPS), the term “Mineral Aggregate” is now used, as “Minerals” refers to metallic and non-metallic minerals in the PPS, not mineral aggregate resources, such as gravel or sand.

The Mineral Aggregate zoning framework in the first draft of the new Zoning By-law has been simplified and is more consistent with the approach used in the current Zoning By-law. The first draft contained a Mineral Aggregate Separation Overlay and a Mineral Aggregate Reserve Overlay. The Mineral Aggregate Separation Overlay is proposed to be the only overlay, while the Mineral Aggregate Reserve **Zone** will be re-introduced to replace the Mineral Aggregate Reserve **Overlay** and is discussed below in Section 1305.

The Mineral Aggregate Separation Overlay replaces Section 67 - Residential Use Building Setback From Mineral Aggregate Zones in the current Zoning By-law. Section 67 set out distances from the Mineral Extraction and Mineral Reserve Zones in the current Zoning By-law and restricted sensitive uses within those distances. However, it was not a visible layer on the Zoning Map and could be overlooked, and the distances were smaller than the separation distances set out in Official Plan policy 5.6.3.2.3.

The Mineral Resource Separation Overlay will implement a 500-metre buffer around areas subject to the Bedrock Resource Overlay and a 300-metre buffer around areas subject to the Sand and Gravel Resource Overlay, as directed by policy 5.6.3.2.3. The Overlay will prohibit residential and sensitive land uses to avoid potentially sterilizing mineral aggregate resources.

### Section 503 - Airport Influence Area Overlay

For the second draft, the provisions for the Airport Influence Area Overlay have been simplified and are now clearly of an informational nature. The provisions in Section 70 of

the current Zoning By-law were not written as typical zoning provisions, as they did not have clear criteria that development could or could not comply with. Section 70 repeated some, but not all of the Official Plan policies that apply to the Airport Vicinity Development Zone.

Official Plan Section 10.2.2. contains policies for the protection of airport operations that apply to development within the Airport Vicinity Development Zone. The extent of the Airport Influence Overlay has been revised to match the Airport Vicinity Development Zone as shown on Official Plan Schedule C14, and the provisions now clearly reference the relevant Official Plan policies that apply to development within the zone.

#### Section 504 – Village Enterprise Overlay

This new section has been added to connect the Village Enterprise Overlay on the Zoning Map with the provisions for the Village Enterprise Overlay in Section 301.

## Part 6 – Parking, Queuing and Loading Provisions

This part of the draft Zoning By-law includes provisions that regulate parking. Draft 2 continues to propose no minimum parking rates. Managing parking supply is important in cities where minimum parking rates are removed and as cities mature. On-street parking permit programs are a component of parking management. An on-street parking permit study is suggested as a means to manage on-street parking supply. Edmonton, Vancouver and Toronto have eliminated minimum parking rates recently. Information about the outcome of removal of minimum parking rates in these municipalities is available in Document 6 – Minimum Parking Rates Draft 2.

Ottawa began eliminating or reducing minimum parking rates as early as 2008 with limitations on the amount of parking required for shopping centres. In 2016, parking rates were eliminated or reduced throughout the city through the [2016 Parking Review report](#). Recent changes to the *Planning Act* do not permit municipalities to require parking around transit stations or in areas that have higher order transit (dedicated lanes for transit).

A map is included in Document 6 showing where there are currently no requirements for parking to be provided and where parking rates are reduced in the current Zoning By-law. The map also shows areas in the city where the Zoning By-law is not permitted to require parking because of the recent changes to the *Planning Act*.

Options to permit flexible use of parking spaces and parking lots to optimize the supply of off-street parking are discussed in Document 3 – Overview of key issues and options.

### Section 601 – General Provisions

Minor technical edits were made to this section.

### Section 602 – Maximum Parking Space Rates

Maximum parking space rates are proposed to apply to properties within 600 metres of existing and funded rapid transit stations. In Draft 2, the maximum parking space rates were decreased for dwelling units in all transects, from 1 parking space per dwelling unit to 0.6 parking spaces per dwelling unit in the Downtown Transect, and in the Inner Urban, Outer Urban and Suburban Transects the rate was reduced from 1.75 per dwelling unit to 0.75 per dwelling unit.

For Personal Service Business, Retail Store and Restaurant, the rates were reduced in the Downtown Transect from 2 per 100 square metres of gross floor area to 1 per 100 square metres of gross floor area, and in the Inner Urban Transect the rate was increased from 2.75 per 100 square metres to 3.6 per 100 square metres of gross floor area to match the rate for a Shopping Centre in the Inner Urban Transect. These rates

were modified based on an examination of the amount of parking provided in recent development applications.

#### Section 603 - Visitor Parking Space Rates

In Draft 1, a provision exempting certain low-rise developments (vertically attached units) from providing visitor parking was not carried forward from Zoning By-law 2008-250. This was an oversight, and the provision has been re-introduced as a new subsection 603(5) in Draft 2.

#### Section 604 – Location of Parking

Section 604 provides provisions for where parking spaces may be located and replaces Section 109 of the current Zoning By-law 2008-250.

Provisions concerning driveway coverage in Rural and Village zones, which appear in Zoning By-law 2008-250, were re-introduced in Draft 2 as they were omitted from Draft 1 in error. Section 604 has also been modified to further clarify zones where parking in the front yard is permitted, including zones where front yard parking is permitted provided any parking spaces are located beyond the minimum front yard setback (namely all zones in the Greenbelt and Rural Transects except for the V1-V5 – Village Residential and VM – Village Mixed Use zones).

#### Section 605 – Parking Space Provisions

No changes were made to Section 605 as part of work on Draft 2.

#### Section 606 – Access for One to Three Parking Spaces

In Draft 2, provisions in subsection 606(4) for the minimum interior dimension of a garage were expanded to apply to lots in V1 – V5 Village Residential and VM – Village Mixed Use Zones. The minimum interior size is 3 metres wide and 6 metres long for a single interior parking space and 5.2 metres wide and 6 metres long for two interior parking spaces. Changes were also made to subsections 606(6)(a) through (e), including deleting the minimum width of 3.2 metres for hammerhead turnarounds. A new provision in subsection 606(8)(a) was introduced to prohibit reverse slope driveways on lots located in the Flood Plain Overlay. Provisions related to access to rear yard parking spaces from an open, travelable and maintained rear lane were deleted from Section 606(9) and (10) to provide flexibility and allow the option of accessing the property in a way that complies with other provisions in Section 604.

#### Section 607 – Parking Lot Provisions

Minor technical changes were made to Section 607. Table 607A was updated to separate requirements for residential use buildings and non-residential/mixed-use buildings. The outdoor refuse requirements under Section 607(6) were moved to the waste management provisions in Section 217(6).

#### Section 608 – Parking Garage Provisions

Minor technical changes were made to Section 608. Table 608 was re-formatted and broken up into residential use buildings and other cases, which includes non-residential and mixed-use buildings. In this way, Table 608 mirrors Table 607A in Section 607.

#### Section 609 - Tandem Parking Provisions

Minor changes were made to Section 609. In 609(1)(c), a correction was made to replace the term “bed and breakfast” with the correct term “short-term rental”. In Section 199 – Definitions of the new Zoning By-law, a “bed and breakfast” is included in the definition of “short term rental”. The other change was for formatting purposes, which resulted in the removal of a duplicate (ii) in 609(1)(d)(ii).

#### Section 610 – Loading Space Rates and Provisions

Minor technical changes were made to Section 610. Table 610A was updated to include the words “Gross Floor Area” above the different column headings, as the minimum number of loading spaces changes based on overall gross floor area.

#### Section 611- Electric Vehicle Regulations

No changes were made to Section 611 in Draft 2. The provisions in this section require all parking spaces provided for residential uses to be EV-ready. An EV-ready parking space means that the space is equipped with an energized outlet capable of powering a charging station, should a property owner wish to install a charging station for an electric vehicle.

Comments were received during public consultations concerning the cost and technical issues concerning requirements for EV-ready parking spaces. Staff will review Section 611 in response to the comments as part of preparations for Draft 3 of the new Zoning By-law.

#### Section 612- Heavy and Recreational Vehicles Associated with a Residential Use

In Draft 2, updates were made to Table 612A to provisions for heavy and recreational vehicle parking in Neighbourhood Zones. The revisions permit recreational vehicles (RVs) to be parked in front yards on a driveway, wholly on private property.

#### Section 613 - Bicycle Parking Provisions

In Draft 2, Section 613 was modified to reorganize the order of the provisions and edits were made to bicycle parking space dimensions and bicycle parking space rates for certain uses.

The provisions are now all located above the parking rate tables to ensure they are not missed. Two minor changes were made to the bicycle parking space dimensions: the width of a stacked space was reduced to 0.5 metres as this is typical of stacked bicycle

rack designs, and the length of an inclusive space was reduced to 2.75 metres from 3 metres.

Bicycle parking rates for dwelling units in smaller buildings have been lowered from 1 space per dwelling unit to 0.75 spaces per dwelling unit in a building with 5 to 12 units. The rate for a building with more than 12 dwelling units has been increased from 0.75 spaces per dwelling unit to 1 space per dwelling unit. A rate for rooming units of 0.5 spaces per rooming unit has also been introduced.

Some rates for non-residential uses were also changed. The rate for daycare has been changed to a per area rate. Retail store has been split into two categories based on size. The rate for retail stores under 1,000 square metres is a minimum of 2 spaces with 1 additional space per 250 square metres if the use is more than 250 square metres. The rate for retail stores over 1,000 square metres is 1 space per 250 square metres with a cap of 30 spaces.

## Part 7 – Housing Provisions

This part of the draft Zoning By-law includes provisions that apply to residential uses in all zones, including in the Rural transect.

### Section 701 - Coach Houses

In Draft 2, several modifications were made to streamline the existing provisions to be more permissive of coach houses as part of a more generally permissive approach to additional dwelling units. More specifically, yard setback regulations have been simplified to generally be consistent with the setback requirements for accessory buildings, and more flexible regulations are proposed for maximum building footprint and the extent to which coach houses can occupy a rear yard.

### Section 702 - Vertically Attached Dwelling Units

This section sets out provisions for buildings containing dwelling units that are vertically attached, such as townhouse dwellings, semi-detached dwellings and long semi-detached dwellings. In Draft 2, subsection 702(3) was modified to remove a provision that did not allow vertically attached units to be one behind the other in Rural Zones. Additionally, subsection 702(3) was amended to more explicitly clarify that regulations on driveway widths and permitted location of parking apply to each semi-detached or townhouse dwelling unit individually, regardless of whether the building is severed into separate lots for each semi-detached or townhouse unit.

### Section 703 - Planned Unit Development

The Planned Unit Development provisions apply to development where there is more than one residential building on a lot. Minor modifications were made to Section 703 to require entrances to private garages or carports accessed from a private way to be set back at least 5.2 metres from the private way (same as the current Zoning By-law), as opposed to a distance of 6 metres as proposed in Draft 1.

### Section 704 - Shelter Accommodation

Modifications were made to not permit a shelter in the IM – Mixed Industrial Zone, in accordance with policies in the Official Plan that do not permit residential land uses in the Mixed Industrial designation. A further modification was made to permit a shelter in the GBF - Greenbelt Facility Zone. This zone is located in an urban designation in the Greenbelt Transect and was overlooked in Draft 1.

### Section 705 – Retirement Homes and Residential Care Facilities, Section 706 - Group Homes, Section 707 – Rooming Houses, Section 708 - Large Dwelling Units and Section 709 - Oversize Dwelling Units

Minor technical modifications were made to these sections.

## Part 8 – Neighbourhood Zones and Provisions

This part of the draft Zoning By-law includes provisions that apply in the Neighbourhood designation of the Official Plan.

### Section 801 – Neighbourhood Zones and Subzones

The key modifications to the Neighbourhood Zones are summarized as follows, with a more detailed discussion of the changes and rationale provided below.

- The N1, N2, and N3 Zones have been modified to include a maximum number of units per building (four units, six units and 10 units respectively).
- The maximum density for the N3 Zone has been reduced from 250 units per hectare to 220 units per hectare.
- To improve ease of interpretation, the maximum densities for the Neighbourhood Zones are proposed to be modified to regulate on the basis of the number of units “**per 100 square metres of lot area**” rather than the “**per hectare**”. This means that the density for the N3 Zone in Draft 2 is reduced from **2.5 units per 100 square metres of lot area** to **2.2 units per 100 square metres of lot area**. As mentioned above, in Draft 2 the maximum number of units in a building is capped at 10 units in the N3 Zone.

Document 3 – Overview of Key Issues and Options, includes two issues relating to the Neighbourhood Zones. The first issue relates to the maximum building height for the N1 and N2 Zones in the Suburban Transect. The second issue relates to changes to the Zoning Map to redistribute the locations of the N3 and N4 zones. Please see Document 3 – Overview of Key Issues and Options, for further details.

### Introduction to Neighbourhood Zones:

As illustrated below, the Official Plan provides for higher densities in the Neighbourhood designation in areas that are adjacent to Corridors, Hubs and near rapid transit stations. These areas are designated in the Official Plan as the “Evolving Neighbourhood Overlay” (area shown inside the red-dashed line). In the interiors of neighbourhoods, low-rise infill redevelopment is also supported by the Official Plan, but in a form that is more comparable to the existing neighbourhood context.





*The diagram above illustrates the density strategy in the Official Plan.*

In the current Zoning By-law 2008-250 there are over 140 Residential - R1 through R5 subzones. Each of the subzones has further distinct regulations based on the type of dwelling proposed totalling over 600 separate standards for development. These subzone-specific regulations are further superseded by zone and area-specific regulations, depending on where a given property is located. This complex framework of provisions has become increasingly challenging to interpret and implement.

The new Neighbourhood zones are proposed to be structured into six primary zones that regulate the maximum height and density, and six subzones that regulate the lot width, front, rear and side yard setbacks. The subzones were developed to address the character of the neighbourhood, with subzone A being the most urban in character, and subzone F being the most suburban in character. This ensures a more streamlined and easy-to-follow zone and subzone structure compared to the current Zoning By-law 2008-250, but also links zones and subzones to a distinct "density" and "urban-suburban character" in accordance with the transect policies in [Section 5](#) of the Official Plan. The proposed changes to the Neighbourhood zones in Draft 2 are discussed in detail below.

#### Neighbourhood Zones:

The primary Neighbourhood zones (N1, N2, N3, N4, N5, N6) have been modified from Draft 1 to express the maximum density and/or number of units permitted using a "maximum units per 100 square metres of lot area" calculation. This is an improvement over the proposed use of units per hectare measurement in that the maximum density

permitted on a given lot is directly and explicitly tied to the size of the lot, rather than to a hectare of land. The purpose of the “units per 100 square metres of lot area” regulation is to set out regulations for the number of dwelling units permitted on a range of lot sizes, in particular for larger lots and developments such as Planned Unit Developments that contain two or more residential buildings on the same lot.

The N1, N2 and N3 zones have been revised to limit the number of units **per building** to four, six and 10 units respectively. In addition to being easier to interpret and apply in terms of how to calculate the number of units permitted on a lot, the proposed regulations for the N1, N2, and N3 zones will more explicitly illustrate that these zones are envisioned as “4-unit”, “6-unit”, and “10-unit” zones respectively. This will establish a greater degree of certainty as to the maximum number of dwelling units intended to be established **in a building** in each of these zones, including on larger lots that could accommodate more than one building.

Maximum Density/# of Dwelling Units Permitted in N1-N6 zones						
	N1	N2	N3	N4	N5	N6
DRAFT 1	80 UPH	150 UPH	250 UPH	n/a	n/a	n/a
	<i>(0.8 per 100 sq m of lot area)</i>	<i>(1.5 per 100 sq m of lot area)</i>	<i>(2.5 per 100 sq m of lot area)</i>			
DRAFT 2	0.8 per 100 sq m of lot area, <b>maximum 4 per building</b>	1.5 per 100 sq m of lot area, <b>maximum 6 per building</b>	<b>2.2</b> per 100 sq m of lot area, <b>maximum 10 per building*</b>	n/a	n/a	n/a

The maximum densities permitted in each zone are equivalent to the units per hectare (UPH) measurements used in Draft 1 (e.g. 0.8 units per 100 square metres of lot area, as permitted in the N1 zone, equates to 80 UPH in Draft 1).

However, in Draft 2 the density in the N3 zone has been reduced from a maximum of 250 UPH to 220 UPH (from 2.5 units to 2.2 units per 100 square metres of lot area).

In determining the number of units permitted in each of the N1 through N3 zones, staff note that these zones are intended to act as successors to the R1, R2, and R3 zones of the current Zoning By-law respectively, particularly within the context of the *Planning Act* regulations for “additional dwelling units” as established by Bill 23 in 2022.

Impact of Bill 23 on densities currently permitted under Zoning By-law 2008-250:

Bill 23 amended Section 35.1 of the *Planning Act* to require that urban residential zones allow at least three dwelling units on any serviced lot containing a detached, semi-detached or townhouse dwelling (one principal dwelling unit plus two additional dwelling units). This impacted the existing residential zones in the current Zoning By-law by allowing additional dwelling units not originally contemplated in the original R1-R4 Zones as follows:

- In zones where a detached dwelling is permitted (R1 Zones and up), three dwelling units are now permitted on a lot.
- In zones where a semi-detached dwelling is permitted (R2 Zones and up), six units are now permitted in the entirety of a building containing a semi-detached dwelling (two principal dwelling units and four “additional” dwelling units).
- In zones where a townhouse dwelling is permitted (R3 Zones and up), three dwelling units are permitted within each townhouse dwelling. In the entirety of a building containing a townhouse, the total number of units the building could potentially contain is anywhere between **nine units** (for a building containing three townhouses) and **24 units** (for a building containing eight townhouses, the maximum permitted in a single row under both the current and draft new Zoning By-laws).

As a result of Bill 23, the current R1 and R2 zones are now de facto “three unit” and “six unit” zones. The N1 and N2 zones, which permit a maximum of four and six units in a building, are thus analogous to the current R1 and R2 zones respectively. Likewise, the N3 zone, which permits up to 24 units in a building when the units are arranged in a townhouse format, is analogous to the R3 zone. Staff note that when the units are not in a townhouse format in the N3 zone, the maximum number of units in a building is limited to 10 units. As the number of townhouse units increases in the townhouse, the N3 zone provisions require additional lot width for each townhouse unit.

Using the N2 zone as an example, which permits up to six units within a building, staff note that a property owner could achieve this total in one of two ways: through building it as a six-unit apartment building, or through building it as a “semi-detached dwelling” with additional dwelling units on each side. The purpose of Official Plan policy with respect to residential development is to primarily regulate the built form and function of residential development, and thus the Neighbourhood zone provisions are intentionally designed to regulate a “six-unit apartment building” and a “semi-detached dwelling with ADUs” the exact same way – they are subject to the same yard setback requirements, building height regulations, and parking and landscaping provisions.

Consequently, the density permissions in the Neighbourhood zones represent a gradual increase from the permissions in the current Zoning By-law in areas of Neighbourhoods not affected by the Evolving Neighbourhood Overlay policies. In areas of Neighbourhoods subject to the Evolving Neighbourhood Overlay policies, the extent of change is greater, in accordance with the policies in the Official Plan.

				Maximum # of units per building		Density Per Lot (Units Per Hectare)	
Zone	Typology	Minimum Lot Width (m)	Minimum Lot Area (sq m)	Pre-Bill 23 (incl 1 ADU)	Post-Bill 23 (incl 2 ADU)	Pre-Bill 23	Post-Bill 23
R1GG	Detached	18	665	2	3	30.1	45.1
R1K	Detached	18	500	2	3	40.0	60.0
R1O	Detached	15	450	2	3	44.4	66.7
<b>N1</b>	-----	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>4</b>	<b>n/a</b>	<b>80</b>
R1TT	Detached	9	270	2	3	74.1	111.1
R2D	Semi-Detached	9	270	4	6	74.1	111.1
R2F	Semi-Detached	9	270	4	6	74.1	111.1
R2M	Semi-Detached	7.5	225	4	6	88.9	133.3
<b>N2</b>	-----	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>6</b>	<b>n/a</b>	<b>150</b>
R3P	Semi-Detached / Townhouse	5.6	165	4	6	121.2	181.8
R3Q	Semi-Detached / Townhouse	4.5	110	4	6	181.8	272.7
R3S	Semi-Detached	5.6	165	4	6	121.2	181.8
R4UA	Low-Rise Apartment	12	360	8	8	222.2	222.2
<b>N3</b>	-----	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>10</b>	<b>n/a</b>	<b>220</b>
R4UB	Low-Rise Apartment	15	450	12	12	266.7	266.7

*The above table compares the number of units and densities in the R1-R4 zones in Zoning By-law 2008-250 with the N1-N3 zones (shown in orange) in the draft Zoning By-law.*

#### Neighbourhood Subzones:

For Draft 1, subzones (A, B, C, D, E, F) were developed to reflect the existing character of a neighbourhood, based on attributes that define how urban or suburban its character is. These attributes are the lot width, front, rear and side yard setbacks that are typical in the neighbourhood. Attributes of "urban" and "suburban" character are defined in [Table 6](#) of the Official Plan.

The six subzones are organized from most "urban" to most "suburban" character, with subzone A representing "fully urban" and subzone F representing "fully suburban". Note that subzone-specific standards are intended to be consistent across all primary zones.

For example, the same “B subzone” for lot width, front and side yard setbacks would apply to **all** of the N1B, N2B, N3B, N4B, N5B, and N6B subzones.

While Table 801B remains unchanged in Draft 2, new provisions were added to Section 801 that impact how the requirements in Table 801B are applied.

<b>Table 801B - Provisions for Subzones A-F for the N1, N2, N3, N4, N5, and N6 Zones</b>						
<b>Subzone</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
(i) Minimum Lot Width (m)	<b>6</b>	<b>7.5</b>	<b>10</b>	<b>15</b>	<b>18</b>	<b>24.5</b>
(ii) Minimum Lot Width per Vertically Attached Unit (m)	<b>4.5</b>	<b>5.6</b>	<b>6</b>	<b>7.5</b>	<b>9</b>	<b>9</b>
(iii) Minimum Front Yard Setback (m)	<b>3</b>	<b>3</b>	<b>4.5</b>	<b>6</b>	<b>6</b>	<b>6</b>
(iv) Minimum Exterior Side Yard Setback (m)	<b>3</b>	<b>3</b>	<b>3</b>	<b>4.5</b>	<b>4.5</b>	<b>6</b>
(v) Minimum Total Interior Side Yard Setback (m)	<b>1.8</b>	<b>2.4</b>	<b>2.4</b>	<b>3</b>	<b>3</b>	<b>6</b>
(vi) Minimum Rear Yard Setback	25% of lot depth	25% of lot depth	28% of lot depth	28% of lot depth	28% of lot depth	28% of lot depth

#### Interior Side Yard Setbacks:

With respect to interior side yard setbacks, a provision has been added stating that no interior side yard may be less than 0.6 m in the case of the A or B subzones, or 1.2 m in the case of the C, D, E, and F subzones. It was not the intent of the draft By-law to allow buildings to be located directly abutting an interior side lot line as-of-right. With respect to rear yard setbacks, a provision has been added stating that rear yard setbacks need not exceed 7.5 metres, despite the “percentage of lot depth” requirement set out in the underlying subzone.

#### Front Yard Setbacks:

Staff note that comments were received expressing concerns with the proposed front yard setbacks in the A, B, and C subzones, which require minimum front yard setbacks of 3 metres, 3 metres, and 4.5 metres respectively. Staff note that in addition to the subzone regulations, there are provisions in Section 802 that allow front yard setbacks

to be reduced to the average of the existing front yard setbacks of adjacent buildings where one or both of the adjacent buildings are closer.

One concern that has been expressed by multiple community organizations is that allowing 3 metre setbacks in “urban” subzones will result in insufficient space to allow for trees, and that the average setbacks of adjacent buildings should take precedence for any front yard setback less than 6 metres. Staff note that this regulation was in effect within the Mature Neighbourhoods Overlay prior to 2020.

Staff do not agree with requiring front yard averaging to take precedence in all cases below a 6 metre minimum. While staff recognize that the intent of requiring the average to take precedence is to allow for a consistent pattern in residential streetscapes and can benefit trees where setbacks are deeper, staff also note that it is not uncommon for some variation to occur with front yard setbacks along a street. Where there is variation, requiring the average to take precedence can result in unnecessary need for variances even where the provided front yard would more generally align with the predominant setback pattern. Additionally, staff note that where front yard or ROW trees exist, the intent of the Zoning By-law is to allow for an equivalent reduction in rear yard setbacks where front yard setbacks need to be increased to accommodate retention of a tree, as proposed in Section 214 of the draft By-law.

#### Rear Yard Setbacks:

Some concerns were raised with respect to the simplification of rear yard setback requirements in the Inner Urban and Outer Urban Transects. The rear yard setback provisions in the Neighbourhood zones vary from 25 to 28 per cent of the lot depth. This would in some cases represent a reduction in required rear yard setback from presently applicable requirements, which can be anywhere from 25 to 30 per cent of the lot depth depending on lot depth and front yard setback, as were originally established through the “Infill By-law” amendments which came into effect in 2015. Staff have not increased the required rear yard setbacks to recognize the need to streamline provisions and provide for efficient use of land, while still preserving a functional rear yard.

Further to this issue, in Draft 2 a provision was added to Section 801 stating that rear yard setbacks need not exceed 7.5 metres, despite the “percentage of lot depth” requirement set out in the underlying subzone. Staff acknowledge that stating that a rear yard setback “need not exceed 7.5 metres” would be a return to the requirements that were in force prior to the establishment of the “Infill By-law” regulations. In the case of deep lots, staff note that the Neighbourhood zone provisions limit the maximum depth of a building (i.e. measured from frontmost wall to rearmost wall) containing six dwelling units or fewer to 20 metres. Staff intend this provision to provide an additional means of managing the size of buildings on deeper lots.

Taking these concerns into consideration, staff have amended the proposed rear yard setback requirements in Draft 2 to state that they need not exceed 7.5 metres as they ultimately represent a more consistent approach that is easier to apply. The proposed rear yard setback requirement is sufficient to achieve the intended effect of providing sufficient rear yard space to allow for adequate amenity area as well as for other potential functions of a rear yard, including accessory buildings. To the extent that reductions in rear yard setbacks represent a potential reduction in available permeable space, staff note that these requirements are proposed to be accompanied by rear yard landscaping requirements to ensure adequate space for trees and to avoid excessive impermeable space in rear yards.

### R3R-Current / Zonage actuel

23

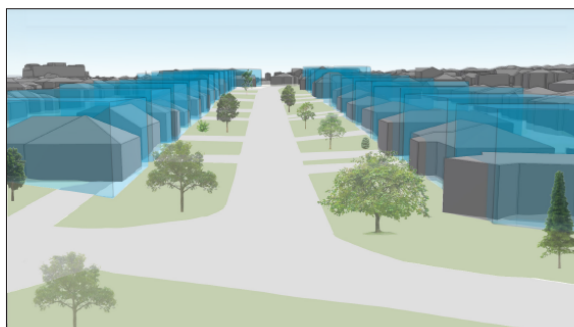


The diagram above compares the existing and proposed zoning provisions for an R3 zone in the Inner Urban transect, inside the Evolving Neighbourhood Overlay. The Official Plan supports higher densities in the Overlay. The diagram below compares the current proposed zoning in the Outer Urban Transect.

**R1GG-Current / Zonage actuel**



**N2E Proposed / Zonage proposé**



	R1GG-Current	Corner lot example / Exemple de cour latérale d'angle	N2E-Proposed
Min Lot Width (m) / Largeur de lot minimale (m)	18		18
Min Front Yard Setback (m) / Retrait de cour avant minimal (m)	6		6
Min Corner Side Yard Setback (m) / Retrait de cour latérale d'angle minimal (m)	4.5		4.5
Min Interior Side Yard Setback (m) / Retrait de cour arrière minimal (m)	1.8 each side / de chaque côté		1.5 each side / de chaque côté
Min Rear Yard Setback (m) / Retrait de cour arrière minimal (m)	28% lot depth / profondeur du lot		28% lot depth / profondeur du lot
Max Building Height (m) / Hauteur de bâtiment maximale (m)	8		8.5

## Section 802 – Neighbourhood Zone Form and Function Provisions

Accompanying the primary zone and subzone standards are standards focused on regulating the permitted built form and function of residential buildings, in accordance with Official Plan direction to focus primarily on these aspects of housing development. These include, but are not limited to, the following:

- Built form standards which regulate elements of the size and location of residential buildings.
- Functional standards which are intended to ensure that necessary functions of residential buildings, such as waste management, are adequately addressed on site.

In Draft 1, these standards were provided in two separate sections in Part 8 (Section 802 for built form and Section 803 for site function). These have been merged into a single section, Section 802, in Draft 2.

Modifications have been made to the following elements of the built form and functional provisions:



- The rear yard landscaping provisions are proposed to be amended to be transect-based. The Downtown and Inner Urban transect requirements are proposed to be based on the rear yard landscaping requirements presently applicable to the R4UA, UB, UC, and UD subzones in the current Zoning By-law 2008-250 (i.e. between 35 square metres up to at least 50 per cent of the rear yard depending on lot area). Staff are of the opinion that this is appropriate particularly for N3 and N4 zones within these transects, given that they are analogous to the R4UA-UD subzones of the current By-law.
- In the case of the Outer Urban and Suburban transects, the requirement for at least 25 per cent of the rear yard to be soft landscaped (as proposed in Draft 1) is proposed to apply, however a soil volume requirement is no longer proposed. Additionally, in these transects the soft landscaping requirement is proposed to apply only in cases where parking is provided in the rear yard, given that the impermeable surfaces associated with rear yard parking represents a primary concern that rear yard landscaping requirements seek to mitigate.
- Requirements for front façade articulation are no longer proposed to apply in Draft 2. The minimum requirements for fenestration in the front façade continue to be proposed to apply.
- Waste management standards have been moved into a new section, Section 217. These are still proposed to apply to Neighbourhood zones, but the location of these provisions within a general section ensures that these standards apply to residential uses in zones other than the N1-N6 zones, such as the Neighbourhood Mixed-Use or Minor Corridor zones.

### Section 803 – Neighbourhood Unserved (NU) Zone

The NU – Neighbourhood Unserved Zone is a new zone introduced in Draft 2. This zone is intended to apply to residential areas within the Neighbourhood designation that are not connected to municipal water and/or sewer systems and are instead serviced by private wells and septic systems.

The purpose of the NU zone is to recognize existing development in privately-served areas while restricting the extent to which new development is permitted. In particular, lot coverage restrictions will apply to the NU zone, and lot sizes are proposed to be restricted to “that which existed as of the date of passing” of the new Zoning By-law to discourage new lot creation.

As residential lots that are privately serviced are not considered “parcels of urban residential land” under the *Planning Act*, they are not required to permit three or more units (one principal unit plus two additional dwelling units) under the act. As such, the NU zone is proposed to permit a maximum of two dwelling units (one principal unit plus one additional dwelling unit, as is permitted under the current Zoning By-law). Coach houses will not be permitted except on lots at least 0.4 hectares in size.

Section 804 - Neighbourhood Commercial Suffix (c)

No changes were made to Section 804 in Draft 2.

Section 805 – Neighbourhood Mobile Home Park Zone (NM)

This zone has been relocated to Part 13 – Rural Zones as the majority of mobile home parks are in the rural area of the city.

## Part 9 – Mixed-Use Zones

This part of the draft Zoning By-law provides a framework of mixed-use zones to implement policies for the [Hub](#) (Section 6.1), [Mainstreet Corridor](#) (Section 6.2), [Minor Corridor](#) (Section 6.2) and certain lands within the [Neighbourhood](#) (Section 6.3) designations in the Official Plan.

### Sections 901, 902, and 903 – Hub Zones (H1), (H2) and (H3)

Lands designated Hub in the Official Plan mostly comprise lands zoned Mixed Use Downtown (MD – 5 subzones), Mixed Use Centre (MC – 16 subzones), Transit-Oriented Development (TD – 3 subzones) and General Mixed Use (GM – 31 subzones). In the new Zoning By-law, these zones and sub-zones have been consolidated into three principal Hub Zones – H1, H2, and H3 – on a continuum of development intensity wherein H1 will generally function as a successor to the MD zone and subzones, H2 will function as a successor to MC and TD zones and subzones, and H3 will function as a successor to a majority of GM subzones.

### Ground Floor Heights:

In Draft 2, the minimum height requirement for the ground floor of 4.5 metres was deleted from the H1 Zone, applicable in the downtown core area, as the current MD zone that applies in the downtown core area does not require a minimum ground floor height of 4.5 metres. In the H2 and H3 zones, minimum ground floor heights have been reduced from 4.5 metres to 4 metres. Staff find that the 4.5 metre height minimum promotes very large commercial spaces that may not be affordable or desirable for all tenants. The proposed reduction is intended to provide more flexibility in accommodating smaller services or businesses, while still requiring floor-to-ceiling heights that will accommodate the future conversion of ground floors to commercial uses.

### Front Yard Setbacks:

Maximum front yard setback requirements have been deleted from the H1, H2 and H3 zones. Parking is either prohibited or limited in front yards, and drive-through lanes are also prohibited in front yards, eliminating the need for a maximum front yard setback.

### Phasing and Building Location Requirements:

Provisions requiring that new development occupy a given percentage of the frontage of a lot in the H2 and H3 Zones have been deleted to provide more flexibility in development. Provisions that described exemptions from that rule through phasing requirements have been rendered unnecessary by the prohibitions on front yard parking and the requirements discussed below in subsections 902(4) 903(4).

Provisions in Draft 1 that set conditions for exceeding maximum setbacks have been revised. Subsections 902(4) and 903(4) now specify that where a front or exterior side yard is provided, it must contain “placemaking” features such as patios, bicycle parking, planting, soft landscaping, benches or street furniture. In cases where the provided setback is minimal (less than 1 metre deep), basic hard landscaping is permitted; this may be integrated into the pedestrian realm.

#### Transparent Glazing:

The requirement for glazing in the H1, H2, and H3 zones was reduced from 50 per cent to 40 percent of the surface area of the ground floor façade. This reduction is in response to comments indicating the 50 per cent requirement is difficult from a practical perspective to achieve.

#### Outdoor Storage:

A former prohibition on outdoor storage in the H2 and H3 zones has been removed, with flexible requirements now permitting storage accessory to a principal use. The provisions do not permit outdoor storage in the front and exterior side yard, and the storage must be screened from streets, neighbourhood and institutional zones. Storage of cars is not permitted. These provisions are intended to support existing uses while avoiding negative visual impacts associated with outdoor storage.

#### Heights:

Maximum building heights have been revised to be expressed exclusively in metres.

#### Sections 904 and 905 – Mainstreet Zones (MS1) and (MS2)

Lands designated Mainstreet Corridor in the Official Plan mostly comprise lands zoned AM - Arterial Mainstreet (12 subzones) and TM - Traditional Mainstreet (16 subzones). In the new Zoning By-law, these zones and subzones have been consolidated into two primary Mainstreet Zones, MS1 – which is generally a successor to the TM zone, in that it is intended for lands in parts of the city with more compact lot fabric – and MS2, which is generally a successor to the AM zone, in that it is intended for lands in parts of the city with larger lots and wider streets.

#### Permitted Uses:

The list of permitted uses in the MS2 zone has been updated to allow certain auto-oriented uses in the Outer Urban and Suburban Transects. Subsection 905(2) prohibits these uses in the Downtown and Inner Urban Transects consistent with Official Plan policy.

#### Front Yard Setbacks:

Maximum front yard setback requirements have been deleted from both the MS1 and MS2 zones. Parking is either prohibited or limited in front yards, and drive-through lanes

are also prohibited in front yards, eliminating the need for a maximum front yard setback.

#### Phasing and Building Location Requirements:

Provisions requiring that new development occupy a given percentage of the frontage of a lot have been deleted to provide more flexibility in development. Provisions that described exemptions from that rule through phasing requirements have been rendered unnecessary by the prohibitions on front yard parking and the requirements discussed below in subsections 904(4) and 905(6).

Provisions in Draft 1 that set conditions for exceeding maximum setbacks have been revised. Subsections 904(4) and 905(6) now specify that where a front or exterior side yard is provided, it must contain “placemaking” features such as patios, bicycle parking, planting, soft landscaping, benches or street furniture. In cases where the provided setback is minimal (less than 1 metre deep), basic hard landscaping is permitted; this may be integrated into the pedestrian realm.

#### Ground Floor Heights:

Minimum ground floor heights have been deleted in the MS1 zone – these requirements had not previously applied in the TM zones that will have applied to most lands receiving MS1 zoning.

Minimum ground floor heights have been reduced in the MS2 zone from 4.5 metres to 4 metres. Staff find that the 4.5 metre height minimum promotes very large commercial spaces that may not be affordable or desirable for all tenants. The proposed reduction is intended to provide more flexibility in accommodating smaller services or businesses, while still requiring floor-to-ceiling heights that will accommodate the future conversion of ground floors to commercial uses.

#### Glazing requirements:

Sections 904(3) and 905(3) have been revised to correspond to the revised 4-metre ground floor requirement. Minimum percentage of glazing has been reduced from 50 per cent to 40 per cent, as experience has indicated this to be an unduly high bar. Mandating a high percentage of glazing is also inconsistent with supporting energy-efficient building envelopes.

#### Outdoor storage:

Provisions concerning outdoor storage in the MS2 zone have been made more flexible; s.905(7) now limits the potential locations for storage and includes screening requirements consistent with certain current AM zones.

#### Heights:

Heights are now expressed in metres, with no reference to storeys.

### Height Strategy for Mainstreet Zones:

The general height strategy is a framework intended to govern heights for lands that:

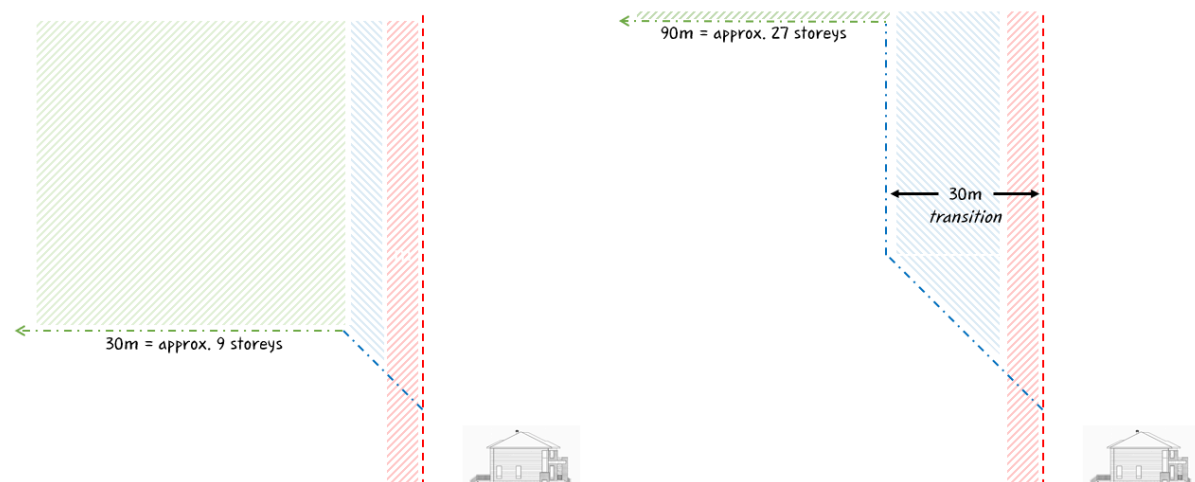
- a) abut low-rise residential areas that require a gradual transition in height, and
- b) are not otherwise assigned heights by Secondary Plans.

Lands not abutting low-rise residential areas, and which otherwise qualify for high-rise development (abutting a Mainstreet with a right-of-way greater than 30 metres, and sufficient lot size and tower separation distances required by the high-rise provisions in Section 207) are assigned straightforward high-rise permissions.

Lands in areas subject to a secondary plan will be assigned height suffixes, schedules or exceptions as necessary to implement the specific direction of the secondary plan.

For the remaining lands on Mainstreets and in Hubs a general height strategy is needed. The approach presented in Draft 1 consisted of gradually increasing height permissions in “steps” of 6, 9, 18 and 25 storeys with increasing distance from abutting low-rise neighbourhoods. Continued investigation and consultation over the course of the year have led to the development of a new strategy for Draft 2.

The Draft 2 approach calls for a single “transition area,” wherein building heights are limited to mid-rise and modest high-rise heights through application of an angular plane, within 30 metres of abutting low-rise residential lands. Outside of this transition area, staff propose granting as-of-right high-rise permissions *without* an angular plane requirement, so as to accommodate the majority of “ordinary” high-rise heights seen in the Ottawa market.



*On Mainstreets with rights-of-way under 30 metres wide, mid-rise development is permitted as per the Official Plan (left); on Mainstreets with rights-of-way exceeding 30 metres, high-rise*

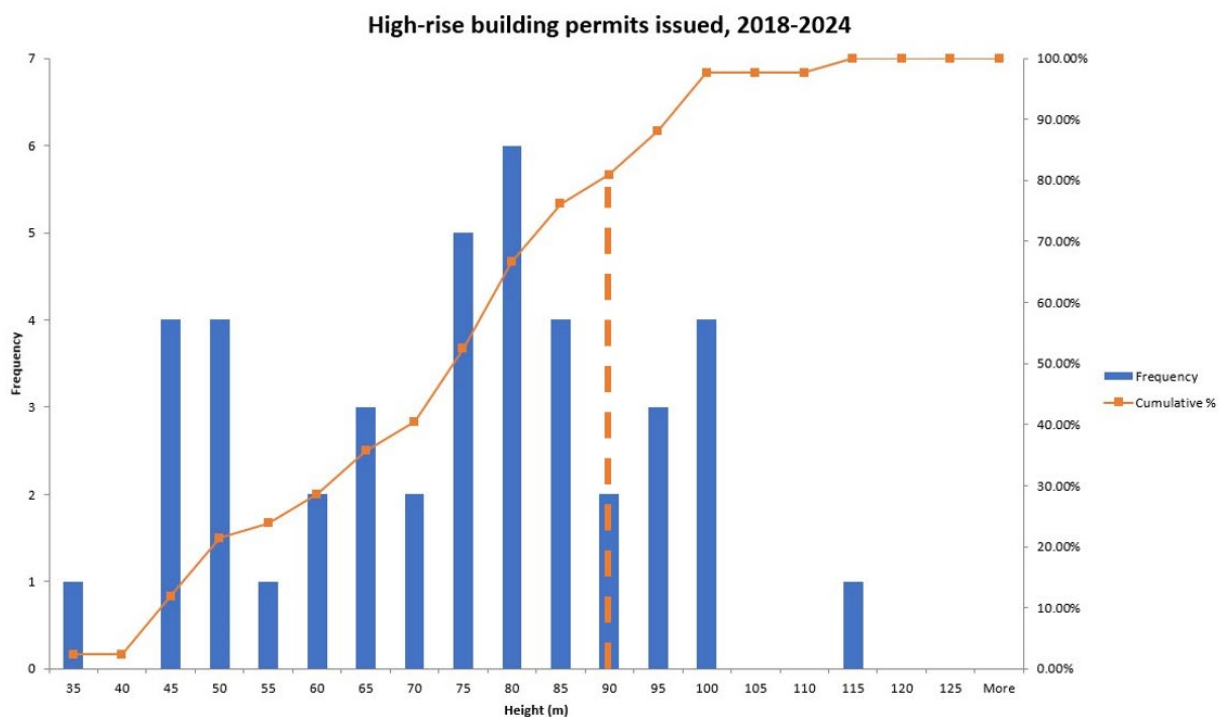
*permission is permitted subject to a transition area from abutting low-rise neighbourhood zones (right).*

Under the proposed framework, the depth of the proposed transition area remains a constant, and lot depth is the essential determinant of built form. For lots up to 40 metres in depth, mid-rise development is anticipated as-of-right; for lots exceeding 50 metres in depth, high-rise development becomes feasible as-of-right.

Staff recognize that built form transition is a qualitative and context-specific question; a citywide zoning by-law can't predict the specific circumstances of every future project. The intent of a 30-metre transition area is to propose a setback large enough that staff can be reasonably confident that qualitative considerations around built form transition can be managed by most proposals. A 30-metre setback is also consistent with the right-of-way width necessary to qualify Mainstreet lands for high-rise development under the Official Plan – which can be envisioned as a “frontal” equivalent to the transition area.

This does not rule out the possibility of adequate transition on smaller lots unable to meet the 30-metre transition threshold – only that staff find it may be appropriate to review such proposals on a case-by-case basis through a *Planning Act* approvals process.

As with the depth of the transition area described above, maximum building height was contemplated from a standpoint of reasonableness. What have City staff, Planning and Housing Committee and City Council demonstrated a willingness to approve on a regular basis? To establish an “ordinary” tower height, staff reviewed high-rise building permits issued since 2018 and found 80 per cent of permits issued were for building heights of 90 metres (approximately 27 storeys) or less.



*Permits issued for high-rise development in the period 2018-2024, 80% were buildings 90 metres tall or less.*

Projects exceeding 90 metres height may thus be considered outliers relative to the proposals ordinarily seen in Ottawa, and for that reason case-by-case review may be desirable. Staff note that if there is an appetite to accommodate a greater range of future proposals as-of-right, a maximum height of 100 metres (approximately 30 storeys) would accommodate over 95 per cent of proposals seen over this period, and a height of 132 metres (40 storeys) would accommodate the maximum height contemplated for high-rise buildings in the Mainstreet policies in the Official Plan.

The underlying intent of this framework is that ordinary high-rise development on large lots should be uncontroversial and feasible as-of-right. Amendments should be reserved for especially tall buildings and/or for projects providing less than the “standard” depth of transition, which may indeed meet the intent of the Official Plan but represent a deviation from the norm.

### Section 906 – Minor Corridors (CM)

The Official Plan designates approximately 78 streets as Minor Corridor in the Downtown, Inner Urban, Outer Urban and Suburban transects, as shown in the [B-series schedules](#). Official Plan policies permit and encourage compact, mixed-use, pedestrian-



oriented development along Minor Corridors. To implement the policies of [Section 6.2.1](#) of the Official Plan, staff have proposed the creation of a new CM- Minor Corridor zone.

Through work on Draft 2, the new Minor Corridor Zone was streamlined into two separate zones, as opposed to a primary zone with 4 distinct subzones (each of which was transect based). Of the two new zones, the Minor Corridor One Zone (CM1) will apply to the Downtown Core and Inner Urban Transects, and the Minor Corridor Two Zone (CM2) will apply to the Outer Urban and Suburban Transects. Creating two different primary zones eliminates the need for subzones and aligns the Minor Corridor zones with the Mainstreet zones which also has two primary zones.

The zone permissions for the CM1 Zone combines the permitted uses and performance standards from the former CM1 and CM2 subzones proposed under Draft 1. The zone permissions for the CM2 Zone combines the permitted uses and performance standards from the former CM3 and CM4 subzones under Draft 1.

Height is still differentiated by transect to align with Official Plan policies. In the CM2 Zone, auto-oriented uses such as automobile service station, car wash and gar bar will be permitted in accordance with Official Plan policies for the Outer Urban and Suburban Transects.

#### Section 908 - Neighbourhood Mixed-Use Zone (NMU)

There were no changes to the NMU zone in Draft 2, except for a change to the section number.

## Part 10 – Industrial and Transportation Zones

This part of the draft Zoning By-law includes provisions to implement policies in [Sections 6.4 and 6.5](#) of the Official Plan for the Industrial and Logistics designation and the Mixed Industrial designation.

### Section 1001 - Heavy Industrial Zone (IH) and Section 1002 - Industrial and Logistics Zone (IL)

The IH - Heavy Industrial Zone and the IL – Industrial and Logistics Zone implement policies in [Section 6.4](#) of the Official Plan for the Industrial and Logistics designation.

The IH – Heavy Industrial Zone is applied to areas that have existing industrial uses that are noxious in nature. The IL-Industrial and Logistics Zone is used on lands that are intended to be the focus for warehouse and distribution operations.

The definition of “area of employment” was modified in the *Planning Act* through Bill 97. The revised definition prohibits institutional and office uses in areas of employment. The Industrial and Logistics designation in the Official Plan is an area of employment for the purposes of the *Planning Act*.

To comply with the *Planning Act*, the permitted uses in the IH-Heavy Industrial Zone were modified to delete the following uses: animal care establishment, broadcasting and production studio, catering establishment, garden centre, kennel, office, commercial parking garage, commercial parking lot, retail store limited to a convenience store. Instructional facility and place of assembly continue to be permitted uses, however they are limited to being associated with an employment-related use.

To comply with the *Planning Act*, the permitted uses in the IL-Industrial and Logistic Zone were modified to delete the following uses: animal care establishment, automobile dealership, automobile rental establishment, broadcasting and production studio, catering establishment, day care, drive-through facility, garden centre, hotel, kennel, office, park, commercial parking garage, commercial parking lot. Instructional facility and place of assembly continue to be permitted uses, however they are limited to being associated with an employment-related use.

### Section 1003 - Mixed Industrial Zone (IM)

The Mixed Industrial Zone implements policies in [Section 6.5](#) of the Official Plan for the Mixed Industrial designation. Lands designated as Mixed Industrial provide locations for small-scale employment uses and create transition from the Neighbourhood designation to more intensive industrial areas in the Industrial and Logistics designation.

In Draft 2, corrections were made to the lists of permitted and conditional uses in the IM Zone and the IM1 subzone to ensure they conform with the policies for the Mixed Industrial designation in Section 6.5 of the Official Plan.

In the IM Zone, the uses automobile dealership, automobile service station, cannabis production facility, indoor and micro-distribution facility were added as permitted uses. Day care, place of worship and medical facility were deleted as permitted uses. A gas bar and medical facility were permitted, limited to being less than 300 square metres.

In the IM1 subzone, a retail store, limited to a convenience store or a grocery store was added as a permitted use subject to it being 300 square metres or less, and a gas bar was deleted as a conditional use.

### Sections 1004 – 1006 Transportation Zones (T1, T2 and T3)

In Draft 2, the T3 - Bus Transportation Facility Zone and the T2 - Rail Transportation Zone were merged to create a new T2 - Transportation Zone. The revised T2 zone permits all uses that were permitted in the T2 and T3 zones.

## **Part 11 – Institutional, Recreation and Greenspace Zones**

This part of the draft Zoning By-law includes updated provisions and zones for lands currently zoned Institutional, Open Space, or Leisure in Zoning By-law 2008-250.

### Section 1101 - Institutional Zone (INZ)

Minor technical changes were made to Section 1101 that did not change the intent of the provisions.

### Section 1102 - Recreation Zone (REC)

In Draft 2 the maximum building height for the REC-2 – Recreation Subzone 2 is proposed to be increased to 15 metres, from 14 metres proposed in Draft 1. This change was requested by Parks and Facilities Planning to support larger recreational uses such as community centres, sports arenas, and theatres.

### Section 1103 – Large-Scale Institutional and Recreation Zone (LGZ)

Minor technical changes were made to Section 1101 that did not change the intent of the provisions.

### Section 1104 - Greenspace Zone (GRN)

In Draft 2 the minimum front yard setback and minimum exterior side yard setback are proposed to be reduced to 3 metres to reflect the setbacks in Section 179(4) of the current Zoning By-law.

### Section 1105 - Open Space Facility Zone (FAC)

A new subzone is proposed in Draft 2 to specify provisions for capital greenspaces, as this is another open space referenced in [Policy 7.1\(7\)](#) of the Official Plan. The uses proposed to be permitted in this subzone include diplomatic residence, marine facility, restaurant, and retail store.

## Part 12 – Special Districts Zones

This part of the draft Zoning By-law includes provisions for lands designated as Special Districts or as Economic Districts in the Official Plan. [Section 6.6](#) of the Official Plan provides policies for the seven, city-defining Special Districts and Economic Districts: Parliament and Confederation Boulevard, Rideau Canal, ByWard Market, Lansdowne, Ottawa River Islands, Ottawa International Airport Economic District and Kanata North Economic District.

In Draft 2, the Special District and Economic District Zones were reordered and renumbered to match the order of the policies for these districts in the Official Plan.

### Section 1201 - Parliament and Confederation Boulevard Special District Zone (SDP)

In Draft 2 the permitted uses have been expanded to include the conditional uses in the current Zoning By-law and uses that are existing on lands in this zone. Parking garage is proposed as a conditional use to address [Policy 5.1.2\(3\)](#) of the Official Plan. A new SDP1 subzone is proposed to carry forward the permitted uses in the current Zoning By-law 2008-250.

### Section 1202 - ByWard Market Special District Zone (SDB)

In Draft 2, parking garage is proposed as a conditional use to address [Policy 5.1.2\(3\)](#) of the Official Plan. Provisions that regulate the maximum width of uses at the ground floor in the ByWard Market have been included in a new Schedule A11. The provision regulating the size and location of nightclubs, which was revised from Section 193(4) in the current Zoning By-law, is proposed to be removed.

Section 193(4) of Zoning By-law 2008-250 sets the maximum size of nightclubs and bars and applies separation distances to these uses in the ByWard Market. By-law Enforcement Services has confirmed that enforcing Subsection 193(4) in the current Zoning By-law is unachievable. This is because when this has been attempted to be enforced it is case-specific and requires attempting to discern, for example, if a restaurant clears out tables and chairs at night to make room for a DJ and a dance floor, whether the primary use is a restaurant or a nightclub. As a result, this provision has generally not been enforced.

### Section 1203 - Rideau Canal Special District Zone (SDC)

In Draft 2, restaurant and retail store were added as permitted uses to in part address [Policy 7.1\(5\)](#) of the Official Plan which states the City shall support the improvement of public Greenspace Destinations in proximity to the listed rapid transit stations, including Carling, and such improvements should include the necessary amenities to support day use and may include small-scale commercial activities as ancillary or temporary uses at entry points.

#### Section 1204 - Ottawa River Islands Special District Zone (SDR)

In Draft 2, parking garage is proposed as a conditional use to address [Policy 5.1.2\(3\)](#) of the Official Plan. A new SDR1 subzone is proposed to specify provisions for Victoria Island. The permitted uses in this subzone are informed by [Policy 6.6.2.5\(4\)](#) of the Official Plan. The maximum building height for Victoria Island is not included on Schedule 332, so a maximum building height of 11 metres is proposed, which is consistent with the GRN – Greenspace and FAC – Open Space Facility zones.

#### Section 1205 - Lansdowne Special District Zone (SDL)

In Draft 2 the provisions for this zone were updated to include the provisions from a recent zoning amendment affecting this area through By-law 2023-510. References to areas on Schedule 258-A were also updated to reflect the changes to this schedule.

#### Section 1206 - Ottawa International Airport Economic District (EDA)

In Draft 2 a number of additional land uses were added to the EDA zone to further support airport operations and the economic district as a whole. These uses include automobile body shop, heavy equipment and vehicle sales, rental and servicing, military and police training facility, and office.

#### Section 1207 - Kanata North Economic District (EDK)

In Draft 2 modifications were made to the EDK Zone and EDK-1 and EDK-2 subzones to accurately align the subzones with policies in the Kanata North Economic District Urban Design Guidelines, and to implement new policies in the Official Plan which increase the minimum building height in certain areas of the district from two storeys to four storeys.

## Part 13 – Rural Zones

This part of the draft Zoning By-law includes provisions for lands in the Rural Transect, as shown on [Schedule B9 – Rural Transect](#) of the Official Plan. In Draft 2, the following changes were made:

- the minimum lot sizes that are required for residential uses were modified to conform with the Official Plan, with the provisions in Section 103 ensuring that all existing lots continue to comply with the Zoning By-law;
- the number of dwelling units permitted is regulated through provisions that state, “one dwelling unit” or “two dwelling units” are permitted, rather than referring to a permission for a “detached dwelling” or a semi-detached dwelling”. Regulating on the basis of the number of units is referred to as “form-based zoning”;
- the provisions that apply to Mineral Aggregates were modified while maintaining the same general intent and conformity with the Official Plan;
- the three Village Residential zones were reorganized into five zones, which are explained in detail below.

There have been a number of formatting and organizational changes to the Rural Zones to ensure consistency with other sections of the Zoning By-law and to improve ease of use. Provisions that are not performance standards have been moved out of tables and into written zone provisions, such as with provisions relating to outdoor storage and landscaping. Clearer distinctions between conditional and permitted uses have also been implemented, which do not change the uses or provisions, but group them in a more consistent manner. Zones with a large number of subzones have also had performance standard tables split to improve legibility. Some provisions that applied to uses that have been merged or changed have been carried forward as zone provisions, for example maintaining limits on the size of a bed and breakfast.

The new and old Official Plans contained minimum lot sizes for unserviced lots of 0.4 hectares in Villages and 0.8 hectares outside of Villages. Despite this, the current Zoning By-law contains a wide range of lot sizes carried forward from pre-amalgamation Zoning By-laws. Because they do not meet Official Plan policies under both the current and old Official Plans, these lot sizes cannot be used to create new lots through severance. This causes confusion for applicants as the lot sizes in the Zoning By-law are less than what the Official Plan requires.

To implement Official Plan policy 4.7.2.8, minimum lot sizes for unserviced residential uses in Rural Zones have been increased to a minimum of 0.4 hectares in Villages and 0.8 hectares outside of Villages. Frontages (minimum lot widths) have also been increased to a minimum of 40 metres for all unserviced lots. This change would only apply when lots are created through severances. All other provisions have been carried

forward, which would allow for additions to existing buildings or the redevelopment of an existing lot. Existing lots that do not meet the 0.4 hectare, 0.8 hectare or 40 metre lot width would continue to comply with the Zoning By-law through provisions in Section 103.

#### Section 1301 - Agricultural Zone (AG)

The provisions in the current Zoning By-law for housing for farm help have been modified in Draft 2 to remove explicit reference to housing for farm help, as zoning cannot regulate residents based on their employment. Instead, bunk house dwelling and mobile dwelling have been made conditional uses that must be removed if active farming operations cease.

An additional change that implements policy 4.3.2.6 of the Provincial Planning Statement, 2024 is that three dwelling units will be permitted on in the AG Zone in addition to housing intended for farm help.

#### Section 1302 - Rural Countryside Zone (RU)

For the second draft, the RU – Rural Countryside Zone provisions have been carried forward from the current Zoning By-law 2008-250 except for changes to implement the form-based approach for residential uses which specify the number of dwelling units permitted on a lot.

The four RU subzones, which permit fewer uses than the primary zone, have all been merged into one subzone for the second draft. Except for uses, the only difference between the subzone and primary zone provisions in Draft 1 was lot area and lot width. However, in Draft 2 with the implementation of the standard larger lot areas and lot widths in all unserviced rural zones required by the Official Plan, the provisions are now no longer different from the primary zone, and it is no longer necessary to have four subzones. Provisions in Section 103 ensure that all existing lots will comply with the new Zoning By-law.

#### Section 1303 - Rural Commercial Zone (RC)

The only changes to the Rural Commercial zone from the first draft were the addition of convenience store as a permitted use in RC5, which is a subzone that applies to campgrounds.

#### Section 1304 - Mineral Aggregate Extraction Zone (ME)

Minor modifications were made to the Mineral Aggregate Extraction Zone (ME) The name of the zone was revised from “Mineral Extraction Zone” to “Mineral Aggregate Extraction Zone”. The permission for one mobile home was modified to require that it must be associated with an operating mineral aggregate extraction operation.



#### Section 1305 – Mineral Aggregate Reserve Zone (MR)

The Mineral Aggregate Reserve Zone has been re-introduced in the second draft of the new Zoning By-law. In Draft 1 it was proposed to replace the Mineral Reserve Zone with the Mineral Aggregate Overlay, however, implementation issues were discovered with that approach and it was determined that carrying forward the MR zone in the current Zoning By-law 2008-250 provided a simpler and more efficient framework.

The Mineral Aggregate Reserve Zone in Draft 2 has been modified from the current Mineral Reserve Zone in Zoning By-law 2008-250. Front yard and side yard setbacks have been reduced to match those of the Rural Countryside Zone. The intention of the MR zone is to locate uses as far as possible from mineral aggregate resources, and the 30-metre setback in the current Zoning By-law for this zone would make it difficult to accomplish this goal. The list of prohibited uses has been expanded to include sensitive land uses that are specifically listed in Official Plan policy 5.6.3.2.3.

The MR1 subzone has also been carried forward, to recognize existing dwellings in a Mineral Reserve Zone.

#### Section 1306 - Rural General Industrial Zone (RG)

No significant changes were made to this zone for the second draft.

#### Section 1307 - Rural Heavy Industrial Zone (RH)

No significant changes were made to this zone for the second draft.

#### Section 1308 - Rural Industrial and Logistics (RIL)

For the second draft, the permitted uses in the RIL Zone were modified in accordance with the new definition of “Area of Employment” in the *Planning Act*. These changes to permitted uses are the same as in the urban industrial zones. For the RIL primary zone, retail store was removed from the primary zone, and personal service business, limited to a service and repair shop was relocated to conditional uses where it is subject to a 300 square metre size limit. Instructional facility is also now limited to a facility that provides training for an employment-related use.

#### Section 1309 - Rural Institutional Zone (RI)

No significant changes were made to this zone for the second draft.

#### Section 1310 - Rural Residential Zone (RR)

For the second draft of the new Zoning By-law, a minimum lot area of 0.8 hectares has been introduced for all RR subzones. Any subzone with a minimum lot width below 40 metres has been increased to 40 metres. All other provisions have been carried forward, which would allow for additions or for existing lots to be redeveloped with the

same provisions that apply under the current Zoning By-law. Provisions in Section 103 ensure that the size of existing lots will conform with the new Zoning By-law.

#### Section 1311 - Village Mixed-Use Zone (VM)

The Village Mixed-Use Zone (VM) has been carried forward from the current Zoning By-law with a small number of minor changes for the second draft. A provision in VM1 that restricted planned unit developments (two or more residential buildings on a lot) to Carp, Manotick and Richmond has been deleted as this subzone does not apply in any of those villages.

#### Section 1312 - Village Residential 1 Zone (V1)

For the second draft of the new Zoning By-law, the Village Residential First Density Zone in the current Zoning By-law has been split into two zones. The Village Residential 1 Zone (V1) in the new Zoning By-law is comprised of the unserviced, low-density residential subzones in Villages, while the Village Residential 2 Zone (V2) will become the serviced, low-density residential zone in Villages. The twelve unserviced V1 subzones will be carried forward under V1. Splitting the existing V1 zone into two zones provides a clear distinction between serviced and unserviced residential uses, and improves the organization of the Zoning By-law.

The new V1 Zone will permit up to 2 dwelling units as with other unserviced zones. Minimum lot areas in all subzones have been increased to a minimum of 4,000 square metres to implement Official Plan policy 4.7.2.8. Minimum lot widths have also been increased to a minimum of 40 metres. Existing lots that do not comply with these provisions will be considered to comply through provisions in Section 103, which will permit the redevelopment of an existing lot or additions to existing buildings.

#### Section 1313 - Village Residential 2 Zone (V2)

For the second draft, the Village Residential 2 Zone (V2) carries forward five of the Village Residential First Density subzones in the current Zoning By-law that are on full municipal services. The V2 zone permits up to 3 dwelling units on a lot in accordance with the density permissions required by Bill 23. All provisions from the current Zoning By-law have been carried forward with no changes.

#### Section 1314 - Village Residential 3 Zone (V3)

The Village Residential Second Density Zone (V2) in the current Zoning By-law has been replaced by the Village Residential 3 Zone (V3) for the second draft. The current zone permits densities up to semi-detached dwellings. This scale of density has been carried forward, but it has been converted to a form-based approach. It is proposed to convert three of the current subzones to exceptions as they are used so infrequently. The V3 zone is intended to only apply to serviced lots. In line with the Bill 23 density

requirements, the new V3 zone will permit up to three units on a lot, but also permits vertically attached dwellings. A provision has been included that would allow up to six units in a building if the lot area and lot width are at least twice that required for three units. This provision would allow a semi-detached dwelling to be unsevered.

#### Section 1315 – Village Residential 4 Zone (V4)

For the second draft, the V4 - Village Residential 4 zone replaces the V3A and V3B subzones in the current Village Residential Third Density Zone that permitted densities up to townhouses, but not low-rise apartments. The V3C and V3D subzones will be converted to exceptions as both subzones only applied to one property.

The V3 zone in the current Zoning By-law permitted a wide variety of residential uses, but some subzones had no provisions for some permitted uses. New provisions ensure that development will have applicable provisions in both the V4 and V5 subzones.

#### Section 1316 – Village Residential 5 Zone (V5)

For the second draft, the Village Residential 5 zone replaces the V3E, V3G and V3I subzones, which permitted densities up to low-rise apartment buildings. The V3F and V3I subzones are proposed to be converted to exceptions as they apply to unserviced, multi-unit developments and are very infrequently used. Provisions have generally been brought forward from the current Zoning By-law. V5A, which replaces the V3E subzone, has new provisions that allow for vertically attached dwellings. While townhouse was a permitted use in V3E, the current subzone has no provisions that apply to them.

#### Section 1317 – Mobile Home Park Zone (MH)

For the second draft, the Mobile Home Park Zone has been moved from Part 8 – Neighbourhood Zones to Part 13 – Rural Zones, as only one mobile home park zoned MH in Ottawa is located within the urban boundary, while the mobile home park in Bell's Corners is legal non-conforming. The RM5 subzone in the current Zoning By-law will be eliminated as it was not in use, but all other subzone provisions will be carried forward. Permissions for ancillary uses have been modified to no longer require that ancillary commercial uses not be visible from the street. The 150 square metre size limit for ancillary commercial uses has been maintained.

## **Part 14 – Greenbelt, Reserve and Protection Zones**

This part of the draft Zoning By-law includes provisions for lands currently zoned Development Reserve or Environmental Protection, in addition to lands sub-designated as Greenbelt Rural or Greenbelt Facility in the Official Plan.

### Section 1401 - Development Reserve Zone

It is proposed to carry forward the provisions for the DR - Development Reserve zone from the current Zoning By-law 2008-250. There were no changes made to this section for Draft 2.

### Section 1402 - Environmental Protection Zone

There were no changes made to this section for Draft 2. However, the zone boundaries on the Zoning Map have been updated to reflect the Urban Natural Features, Significant Wetlands, Natural Environment Areas, Greenbelt Natural Area, and Greenbelt Natural Linkage designations shown on Schedules [C11-A](#), [C11-B](#), [C11-C](#), and [C12](#) of the Official Plan.

### Section 1403 - Greenbelt Facility Zone and Section 1404 – Greenbelt Rural Zone

Recreation and athletic facility has been added as a new permitted use in Draft 2 to address [Policy 8.4\(3\)\(a\)](#) of the Official Plan.