

DECISION

With Respect to Amendment No. 46 to the
City of Ottawa Official Plan
Subsection 17(34) of the *Planning Act*

I hereby approve Amendment No. 46 to the City of Ottawa Official Plan adopted by By-law 2025-294, subject to the following modifications with additions in **bold underline** and deletions in **~~bold strikethrough~~**:

Appendix A: Volume 1 Amendments

1. **Item 1.3, Section 2.2.2 – Subsection 4) Integrate economic activities with residential and other land uses** is modified so that it reads:

An employment area is **generally** a cluster of employment uses, such as traditional business parks built, for manufacturing, warehousing (**including fuel depots**), logistics, **~~fuel depots; and~~** research and development in connection with manufacturing, **and associated retail, office and ancillary uses**. The Provincial Planning 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.

2. **New item 1.3.1, Section 3 – Growth Management Framework** is added after Item 1.3 which inserts the following new paragraph after the fourth paragraph of Section 3:

This plan currently plans to the year 2046, however it is the City's intention to respond to changing market needs and local demand by undertaking an amendment to extend the planning horizon to 2051 (or beyond as permitted by the PPS, 2024) and reflect current Ministry of Finance growth projections that, in 2025, forecast an additional 273,000 residents in Ottawa by 2051. Providing quality employment opportunities and a sufficient housing supply with the necessary mix of housing options will support a diverse and growing population and workforce, for the short, medium and long-term.

3. **Item 1.4, Section 3.1 – Designate Sufficient Land for Growth - Policy 8)** is modified so that it reads:

8) 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 applications for urban or village expansion is not permitted on any of the following:

- a) Lands designated Agricultural Resource Area.
- b) 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.
- c) **Lands within the Sand and Gravel Resource Overlay and Bedrock Resource Overlay, unless the requirements of subsection 5.6.3.2 policy 6 are met.**
- d) Lands within 300 metres from **a the Sand and Gravel Resource Overlay, unless no conflict is demonstrated in accordance with requirements of subsection 5.6.3.2 policies 3) and 4).**
- e) Lands within 500 metres from **a the Bedrock Resource Overlay, unless no conflict is demonstrated in accordance with requirements of subsection 5.6.3.2 policies 3) and 4).**

4. Item 1.5, Section 3.2 – Growth Within the Urban Built-up Area and Section 3.2.2 Major Transit Station Areas (MTSAs) and Protected Hubs as Protected Major Transit Station Areas (PMTSAs) are modified so that they read:

Section 3.2 – Growth Within the Urban Built-up Area

One of the strategic directions of this Plan is to accommodate a significant amount of growth through the built-up portion of the urban area, otherwise known as intensification. Different areas of the built-up urban area play different roles to accommodate intensification. Strategic growth areas provide access for new growth to existing services and amenities and provide opportunities for affordable housing or housing that is relatively more affordable than other areas. Major Transit Station Areas **are strategic growth areas for the purposes of the Provincial Planning Statement, with** catchment areas within a walking distance to light-rail or bus rapid transit **and may**

~~include strategic growth areas to support transit ridership.~~ Neighbourhoods also provide opportunities for new larger dwellings to locate close to existing amenities and services to provide options for households with larger dwelling needs through intensification, rather than higher priced large apartment dwellings or greenfield portions of the urban area.

Section 3.2.2 – Major Transit Station Areas (MTSAs) and Protected Hubs as Protected Major Transit Station Areas (PMTSAs)

Major Transit Station Areas (MTSAs) are areas that are intended to enable transit-supportive development and support 15-minute neighbourhoods. An MTSA is a catchment area that is a 500- to 800-metre radius from an existing rapid transit station and stop, or unbuilt stations and stops that have funding and where the locations have a high degree of certainty, usually resulting from an environmental assessment or an approved functional design study.

To support Ottawa's rapid transit, MTSAs are intended to capture on average approximately 13,500 people and jobs; however, some will be substantially lower or higher depending on the characteristics within an MTSA. As a catchment area, include a mix of urban designations ~~and strategic growth areas~~, such as Hubs, Mainstreets, Minor Corridors, Neighbourhoods, and areas within the Evolving Neighbourhood Overlay. Each of these designations play different roles in supporting potential transit riders, with Hubs and Corridors accommodating the majority of the planned growth.

While MTSAs are intended to accommodate significant growth over the long-term, the evolution of these areas to more compact, transit-supportive environments will take time, likely extending beyond the horizon of this plan.

Protected Hubs are Hub designations that are identified for the purposes of delineating a Protected Major Transit Station Area (PMTSA) under the *Planning Act* where the inclusion of affordable housing dwellings is authorized.

- 1) Schedule C1 identifies MTSA boundaries around higher order transit, being light-rail transit (O-Train) stations and bus transit stops that operate within a partial or completely dedicated right-of-way. The minimum number of people and jobs, collectively, per hectare that are planned to be accommodated within these areas are identified in Section 3.2.3, Table 3a.
- 2) MTSAs associated with higher order transit shall ~~generally~~ plan for a **minimum** density of 160 people and jobs per hectare throughout the area, **unless a lower target is approved by the Province.** ~~Differing densities may be allocated within MTSAs by areas or designations to achieve the overall density target or target~~

~~ridership of people and jobs. The City may request Provincial approval for a lower target, where it has been demonstrated that the target cannot be achieved because Lower targets may be established where:~~

- a) ~~new-development~~ is prohibited by provincial policy or severely restricted ~~and not reasonably achievable~~ on a significant portion of the lands within the MTSA, or
 - b) there are a limited number of residents and jobs associated with the built form but a major trip generator such as post-secondary institution, shopping mall, tourism attraction, or recreational facility, or a feeder service exists that sustains high ridership at the station or stop.
- 3) MTSA's 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 MTSA's is subject to the applicable transect and designation policies, including minimum and maximum building heights, large dwelling requirements and targets, and target densities, or secondary plan if applicable. This Plan intends for the allocation of growth, either through maximum building height and/or target densities, within MTSA's to be commensurate with the applicable transect and designations or secondary plan in Table 3a.
 - 4) The redevelopment of existing low-density employment uses such as auto wreckers, warehousing and storage facilities, and auto-oriented uses such as gas stations, service centres, drive-through establishments, and surface parking lots in MTSA's to more denser residential and non-residential built forms will facilitate the evolution towards a more transit supportive MTSA and 15-minute neighbourhood.
 - 5) A review of existing secondary plans, new secondary plans, and development on sites within an MTSA are opportunities to improve existing transportation connections to the station or stop and should plan and design multimodal access to transit, commensurate to the level of the planning project or where feasible. New transportation connections or improvements to existing transportation connections should consider a range of mobility needs and can include active transportation infrastructure such as sidewalks, bicycle lanes, e-Ride lanes, secure bicycle and/or e-Ride parking, and pick-up/drop-off areas.
 - 6) An owner or occupant of a building or structure within a MTSA is not required to provide and maintain parking facilities outside of a public right-of-way, other than parking facilities for bicycles.
 - 7) New MTSA's or a review of existing MTSA's and their boundaries may only occur through a municipally initiated Official Plan update under Section 26 of the *Planning Act*.
 - 8) Protected Hubs shown on the B-series schedules are Hub designations within an MTSA and identify the areas of an MTSA that are considered a PMTSA under the *Planning Act*. Section 6.1.2 provides additional policies for Protected Hubs as PMTSA's.

5. Item 1.8, Section 3.2.3 – Support Intensification - Table 3a and policy 12) are modified so that they read:

Table 3a

Major Transit Station Area (MTSA) Minimum Density Targets							
MTSA Station	Target Density within MTSA ¹	MTSA Target People and Jobs	Minimum Density Targets by Designation, dwellings per net hectare ²				PMTSA Delineation ³
			Hub	Main street	Minor Corridor	Neighbourhood	
O-Train LRT Lines 1 and 3, east to west							
Trim	160	21,100	As per the Orléans Corridor Secondary Plan in Volume 2A				Station Core in Secondary Plan
Place d'Orléans TC	160	13,400					Station Core in Secondary Plan
Convent Glen	150 160	10,800 11,520					n/a
Jeanne d'Arc	160	15,000					Station Core in Secondary Plan
Montréal	160	7,200	n/a	200	n/a	40 to 60	n/a
Blair	160	13,200	As per Inner East Lines 1 and 3 Secondary Plan in Volume 2A; 250 for unspecified areas in the secondary plan within Protected Hub on Schedules B2 and B3			40 to 60	Protected Hub
Cyrville	160	8,100				60 to 80	Protected Hub
St. Laurent	160	14,600				60 to 80	Protected Hub
Tremblay	160	18,500				60 to 80	Protected Hub
Hurdman	160	10,900				60 to 80	Protected Hub
Lees	160	5,600	250	n/a	n/a	n/a	Protected Hub
uOttawa	160	13,100	350	120	100	80 to 120	Protected Hub
Downtown stations	160	37,600	350	160	120	120	Protected Hub
Pimisi	160	14,500	250	120	100	80 to 120	Protected Hub
Bayview	160	15,000	250	120	100	80 to 120	Protected Hub
Tunney's Pasture	160	20,400	250	120	100	60 to 80	Protected Hub
Westboro	160	18,800	n/a	120	100	80	n/a
Kichi Zibi	160	9,700	n/a	120	100	80	n/a
Sherbourne	160	16,500	As per the Sherbourne and New Orchard			80	Station Area in Secondary Plan

New Orchard	160	15,500	Secondary Plan in Volume 2A			60 to 80	Station Area in Secondary Plan
Lincoln Fields	160	12,100	250	120	n/a	60 to 80	Protected Hub
Iris	400 <u>160</u>	9,400 <u>15,040</u>	n/a	120 <u>240</u>	400 <u>150</u>	40 to 60 <u>60</u>	n/a
Algonquin	160	17,800	150	n/a	n/a	n/a	Protected Hub
Pinecrest-Queensview	160	20,700	250	120	100	60 to 80	Protected Hub
Bayshore	160	10,200	250	n/a	n/a	40 to 60	Protected Hub
Moodie	30 <u>35</u>	1,100 <u>1,400</u>	n/a	n/a	n/a	40 to 60	n/a
O-Train LRT Lines 2 and 4, north to south							
Corso Italia	160	14,100	250	120	100	80 to 120	Protected Hub
Dow's Lake	160	15,500	250	120	100	80 to 120	Protected Hub
Carleton	60 <u>90</u>	4,500 <u>6,750</u>	n/a	n/a	n/a	60 to 80	n/a
Mooney's Bay	160	14,200	150	n/a	100	40 to 60	Protected Hub
Walkley	160	14,400	n/a	120	100	40 to 60	n/a
Greenboro	160	6,500	150	n/a	n/a	40 to 60	Protected Hub
South Keys	160	11,400	150	120	n/a	40 to 60	Protected Hub
Uplands	30 <u>35</u>	400 <u>525</u>	n/a	n/a	n/a	n/a	n/a
Leitrim	25 <u>30</u>	900 <u>1,110</u>	n/a	n/a	n/a	40 to 60	n/a
Riverside South TC	160	18,600	150	n/a	n/a	40 to 60	Protected Hub
Rapid Bus Transitway, Inner and Outer Urban Transect							
Smyth	160	1,200	n/a	n/a	n/a	40 to 60	n/a
Riverside	160	3,300	n/a	120	100	40 to 60	n/a
Pleasant Park	160	10,600	n/a	n/a	80	60	n/a
Billings Bridge	160	11,400	150	120	n/a	60	Protected Hub
Heron	140 <u>160</u>	4,200 <u>4800</u>	n/a	n/a	400 <u>150</u>	60	n/a
Rapid Bus Transitway, Suburban West Transect							
Eagleson	50 <u>160</u>	1,200 <u>4000</u>	<u>n/a</u> <u>As per the Kanata Town Centre Secondary Plan in Volume 2A</u>			40 to 60	n/a

Kanata TC	160	19,800	As per the Kanata Town Centre Secondary Plan in Volume 2A			40 to 60	Protected Hub
Palladium	160	6,900	250	n/a	n/a	40 to 60	Protected Hub
Rapid Bus Transitway, Suburban South Transect							
Fallowfield	20 <u>160</u>	800 <u>3,040</u>	n/a	n/a	n/a	40 to 60 <u>125</u>	n/a
Longfields North	80 <u>160</u>	6,400 <u>12,800</u>	n/a	n/a	n/a	40 to 60 <u>73</u>	n/a
Strandherd TC	440 <u>160</u>	40,400 <u>11,520</u>	150	n/a	n/a	40 to 60 <u>51</u>	Protected Hub
Barrhaven TC	160	25,900	150	n/a	n/a	40 to 60	Protected Hub
Longfields South	400 <u>160</u>	3,200 <u>5,120</u>	n/a	n/a	400 <u>187</u>	40 to 60	n/a
Beatrice	440 <u>160</u>	8,600 <u>12,480</u>	n/a	n/a	400 <u>185</u>	40 to 60 <u>50</u>	n/a
Nepean Woods	430 <u>160</u>	8,600 <u>10,560</u>	n/a	n/a	400 <u>154</u>	40 to 60	n/a
Riverview	400 <u>160</u>	7,400 <u>11,360</u>	n/a	n/a	400 <u>193</u>	40 to 60	n/a

¹ Measured in people and jobs per gross hectare. Gross hectares refers to the area within the designation including non-developable lands such as roads and parks but excluding water features such as the Ottawa River.

² Net hectare refers to privately owned lands prior to any potential severance or land division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

³ The delineation of a Protected Major Transit Station Area (PMTSA) as identified on the applicable Volume 1 B-series Schedule or Volume 2A Secondary Plan for the implementation of inclusionary zoning policies.

12) The densities in Tables 3a and 3b, in addition to the overall Growth Management targets in Tables 2a and 2b, shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:

- a) Shall permit intensification such that the average area density **generally** meets or exceeds the applicable density targets;
- b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Tables 3a and 3b on larger sites intended for redevelopment within Hubs and Mainstreets;
- c) May determine different maximum built form permissions, **and minimum density requirements where applicable**, and large dwelling household requirements and targets as appropriate to lot fabric, neighbourhood context, and/or servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.

- d) May establish a minimum floor area for large dwellings; and
- e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

6. **Item 1.10, Section 3.5 – Meet employment needs – Policies 8 and 11** are modified so that they read:

- 8) An Official Plan Amendment to remove lands in ~~industrial~~/employment areas **(Industrial and Logistics or Rural Industrial and Logistics designation)** shall demonstrate all of the following:
 - 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;
 - b) The suitability of the lands to be removed for the proposed uses in relation to the remaining ~~industrial~~/employment area;
 - c) The suitability of the lands to be removed for ~~industrial~~/employment area uses and how they could be made suitable;
 - 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 **or limit access to major goods movement facilities and corridors**;
 - 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;
 - f) The distribution of employment areas throughout the city;
 - g) The ability to provide sufficient opportunities for the clustering of areas of like employment;
 - h) The sufficiency of the supply of optimum-sized employment areas land parcels for the range of employment uses anticipated by this Plan;
 - i) The preservation of lands for employment uses in areas close to highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;
 - j) The preservation of employment lands close to essential linkages, such as supply chains, service providers, markets, last-kilometre delivery networks and necessary labour pools;
 - k) The demand that proposed non-employment use(s) will create for additional community infrastructure in addition to those required by employment uses and the cost of providing the same, including any mitigation deemed necessary to

address any negative effects on employment uses in matters such as those listed in Policy I) below; and

l) The impact the proposed use(s) would have on the viability of any remaining employment areas or existing employment, including all of the following:

- i) Incompatibility of land use;
- ii) The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site;
- iii) Affordability (such as land and lease costs) for employment purposes;
- iv) Market acceptance/competitiveness (attractiveness of the employment areas lands in the marketplace for continued development for employment uses);
- v) Removal of key locations for employment uses;
- vi) Reduction or elimination of visibility of employment areas lands or uses;
- vii) Reduction in optimum size (of either individual employment land parcels or the overall employment areas);
- viii) Interference with the function of the employment areas (such as restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation); and
- ix) Accessibility to the employment areas, ability to provide for a variety of employment options, parcels and maintenance of the identity of the Industrial and Logistics uses or area.

11) 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, subject to an amendment to the Zoning By-law:

- 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) **Mixed** Industrial designation 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;

7. Item 1.13, Section 4.5.1 – Conserve properties, areas and landscapes of cultural heritage value- Policies 2, 4 and 8 are modified so that they read:

- 2) The Heritage Management Plan will further define the vision, policies, tools and strategies to guide the City's **cultural** heritage conservation program. The Plan will ensure that the City's **cultural** heritage program is inclusive, reflects best practice and the diversity of cultural heritage resources throughout the city.
- 4) Significant cultural **heritage** landscapes, groups of buildings, or areas of the city shall be designated as Heritage Conservation Districts under Part V of the Ontario Heritage Act, as shown on Annex 3.
- 8) The City may develop strategies to proactively conserve built heritage resources or cultural heritage landscapes that may have potential cultural heritage value **or interest**, 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 or interest 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.

8. Item 1.14, Section 4.5.3 – Promote partnerships through leadership, community engagement and incentives – Policies 6 and 8 are modified so that they read:

- 6) The City may enter into registered agreements with the owners of designated properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval. The amount of financial securities shall be based on the costs associated with the conservation of the **cultural** heritage resource, its rehabilitation and reconstruction.
- 8) The City shall protect, improve and manage City-owned built heritage resources and cultural heritage landscapes in a manner that achieves or supports the **cultural** heritage objectives of this Plan and sets an example of leadership in the conservation and stewardship of heritage resources.

9. **Item 1.15, Section 4.13.3 - Establish the requirements for agricultural impact assessments – Policy 3** is modified so that it reads:

- 3) 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.~~

10. **Item 1.20, Section 5.6.3.1 – Protect important mineral aggregate resources of good quantity and quality and close to market, from incompatible development – Policy 7** is modified so that it reads:

7) Aggregate extraction may be permitted as an interim use in the Agricultural Resource Area outside of the mineral aggregate overlay subject to the completion of an agricultural impact assessment and subject to the lands being rehabilitated to an agricultural condition, with soils of equivalent or better quality than prior to the extraction, as shall be documented prior to the commencement of aggregate extraction operations. Rehabilitation to agriculture will be the first priority. Nevertheless, complete agricultural rehabilitation may not be required where:

- a) There is a substantial quantity of mineral aggregate resources below the water table warranting extraction;
- b) The depth of the planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and
- ~~c) Hydrogeological investigations demonstrate to the satisfaction of the City that agricultural rehabilitation is not desirable due to groundwater protection requirements; and~~
- ~~d) The City has determined a suitable alternative post-extractive use in conformity with the policies in this Plan.~~
- c) Agricultural rehabilitation in remaining areas is maximized.**

11. **Item 1.24, Section 6.4 – Industrial and Logistics – Policy 2** is modified so that it reads:

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, ~~and distribution, storage, utilities and construction;~~
- b) Research and development in connection with manufacturing;**
- ~~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;~~

c) Retail, office and ancillary uses associated with the primary uses identified in a) and b), such as heavy equipment and vehicle sales and service.

~~d) Offices that are accessory to a primary use permitted in a) through c), including trades and contractors that have offices associated with a warehouse use, such as carpenters, plumbers, electricians, and heating, ventilation and air conditioning.~~

12. Item 1.32, Section 9.3.2 – Maintain clusters of industrial uses to reduce incompatibilities with the rural area - Policy 1 is modified so that it reads:

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 which may include salvage or recycling yards, composting or waste transfer facilities, concrete plants, the treatment of aggregate products and abattoirs; ~~equipment and supply centres, machine and vehicle sales and servicing, landscape and construction yards, nurseries;~~

b) Transportation, distribution, warehousing ~~warehouse and large-scale storage operations;~~

c) Research and development in connection with manufacturing; and

~~e) 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) Retail, office and ancillary uses associated with the primary uses identified in a) through c) A-including 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.

Appendix B: Volume 2 Amendments

13. New Item 2.27.1, Kanata Town Centre Secondary Plan - Section 5.4 - Low-Rise Employment Area Light Industrial and Commercial Area is added after Item 2.2.7

and adds the following new policy 1) following the title and re-numbering subsequent policies:

- 1) **Development within the Low-Rise Light Industrial and Commercial Area designation within the Eagleson MTSA should provide a minimum floor area to implement the minimum density target of the MTSA in concert with the minimum dwelling density targets in Table 3a, Volume 1 of the Official Plan.**

14. Item 2.46, Orléans Corridor Secondary Plan - Section 5.3 - St. Joseph Mainstreet is modified by adding the following new policy 6)

- 6) **The St. Joseph Mainstreet designation within the Convent Glen MTSA has a minimum density target of 240 dwellings per net hectare. 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.**

15. Item 2.50, Riverside South Secondary Plan - Section 2.5 – Industrial and Logistics Designation - Policy 2 is modified so that it reads:

- 2) **Retail, office and ancillary uses associated with the primary uses identified in Section 6.4 shall also be permitted. Ancillary non-residential uses such as commercial, retail, and personal services intended to service the employment in this area are permitted.** These will generally be no more than 750 square metres per occupancy. Sensitive uses such as places of worship, schools, and residential care facilities are not permitted.

16. Item 2.83, Rockcliffe Park Secondary Plan - Section 4.1 – Residential Areas and Density - Policy 6 is modified so that it reads:

- 6) The following applies to properties on Beechwood Avenue / Hemlock Road within the Rockcliffe Park Heritage Conservation District (HCD):
 - a. Intensification is encouraged to be achieved through context-sensitive infill that meets the objectives of the HCD Plan and conserves the cultural heritage value **or interest** and **heritage** attributes of the HCD.
 - b. Between Acacia Avenue and Juliana Road, maximum building heights shall not exceed 6 storeys;
 - c. Between Juliana Road and Lansdowne Road South, maximum building heights shall not exceed 4 storeys.

17. Item 2.88, Volume 2C – Area Specific Policies - Section 8 – Carp Corridor is modified so that the row pertaining to section 8.2 reads as follows:

8	Carp Corridor
8.2	8.2 On lands designated as Light Industrial Area, permitted uses include light manufacturing operations, warehouse, distribution, storage , recycling, assembly, service and repair , research and development <u>in connection with manufacturing</u> , transportation depots <u>associated with the movement of goods</u> , and <u>associated retail, office and ancillary uses</u> showrooms. Commercial uses are prohibited.

Dated at Toronto this 14th day of APRIL, 2026.



Sean Fraser
Assistant Deputy Minister
Municipal and Housing Operations Division
Ministry of Municipal Affairs and Housing