



To: All Designers/Installers
From: Ottawa Septic System Office

Building a Liveable Ottawa 2031
Focus on rural issues

Managing rural village growth, country lot severances, water and sewer services, building on country estate lots, transportation and mineral resources...all important issues for Ottawa's rural residents.

What do you think? Now is your chance to tell the City by taking part in [Building a Liveable Ottawa 2031](#), filling out our online questionnaire¹ and/or sending your comments by e-mail to planning@ottawa.ca before **May 17, 2013**.

Building a Liveable Ottawa 2013 is the city-wide review of land use, transportation and infrastructure policies that make up the Official Plan, Transportation Master Plan, Infrastructure Master Plan, Cycling Plan and the Pedestrian Plan, with an eye towards making Ottawa a more vibrant, healthy and sustainable city. The focus of the review is to propose solutions to 12 current planning issues – several which impact the rural Ottawa.

The outcome of the review will be an updated Official Plan and supporting plans with policies and priorities that influence the future growth of the city for years to come.

Focus on village growth

The Official Plan envisions that at least 50% of rural growth will occur inside village boundaries where stores, commercial services, schools and community facilities are concentrated. Like complete communities in urban settings, complete communities in villages will make the best use of existing resources and require the least infrastructure and service delivery growth. This type of rural growth positively impacts affordability for residents and the municipality.

Growth continues to happen in villages and outside the villages on individual lots created by severance, and, until 2009, by country lot subdivision. In 2009, Council asked for a review of the subdivision policy and put in place a *moratorium* to no longer allow new country lot subdivisions in rural areas.

Some of the proposed policies continue to focus growth in rural villages. These policies are the final phase of the City's *Village Review* that saw community visioning and updates to all the village plans in 2012. In early 2013, revisions to the Zoning By-law made it easier to develop lots in villages and operate home-based businesses.

What is being proposed to manage village growth?

- Continuing the moratorium on the approval of new country lot subdivisions
- Relaxing policies to allow severance of two new lots from one property, an increase of one lot from the current policies
- Creating policies for three categories of villages — large, mid-size, and small —to guide village build-out, any village boundary expansion and the completion of the Rural Servicing

Study (being completed as part of the Infrastructure Master Plan review.) The groups are identified as follows:

- **Large:** Manotick, Greely, and Richmond
- **Mid-Size:** Osgoode, Constance Bay, Metcalfe, Cumberland, North Gower, Navan, Carp, Munster, and Vars
- **Small:** Fitzroy Harbour, Kars, Vernon, Notre-Dame-des-Champs, Sarsfield, Fallowfield, Kenmore, Dunrobin, Kinburn, Carlsbad Springs, Galetta, Ashton, Burritt's Rapids, and Marionville

What does this mean for rural residents?

- **Large and mid-sized villages** may grow beyond their current boundaries in the future provided certain criteria are met. Growth will depend on villages having the potential or existing capacity in public services to support development, the number and variety of services and facilities within the village, the extent to which the village functions as a complete community, and the potential impacts on agricultural operations, mineral resources, or the natural environment.
- **The smallest villages** would be allowed to develop gradually to fill their current boundaries. They would retain their character as small communities and access their services elsewhere.
- **Discontinuing country lot subdivisions** will shift growth to villages and safeguard valuable natural environment areas from further fragmentation and other negative impacts.
- **Allowing more severances** will create ongoing opportunities for residents who desire this rural lifestyle, but with fewer of the impacts associated with country lot subdivisions.

Focus on water and wastewater servicing

Decisions on the role servicing will play in the growth of large and mid-size villages will be based on a cost and feasibility analysis. The Infrastructure Master Plan review will update servicing costs and the use of new technologies. Where communal servicing is considered viable for specific villages, consultation with the community and a change to the village plan will be required.

Focus on mineral aggregate resources

Mineral Resources or Aggregates, in the form of sand, gravel, crushed stone, shale and clay are important building materials. Each year, between 10 to 12 million of tonnes of this aggregates are mined within Ottawa to build and maintain infrastructure and buildings. The continued inexpensive supply of aggregates helps to minimize the costs of the construction and maintenance – saving money. The supply of aggregate also has a social and environmental cost coming from its mining, handling and transport.

To help address all these issues, the City will release a mineral resource study in April for comment. The primary recommendations will focus on updating the aggregate mapping in the Official Plan schedules A and B and identify the key resource areas requiring future protection to ensure continued mineral extraction over the long term.

Focus on rural transportation needs

Rural transportation needs will focus on accommodating future travel demands within rural and village areas, including:

- Planning and designing rural roads to reflect their unique land use context and rural drainage systems (roadside ditches),
- Improving linkages to rural pathways such as the Osgoode pathway, the Prescott-Russell pathway, and the Ottawa-Carleton Trailway to provide important recreational opportunities, and
- Focusing on pedestrian and cycling connections to schools, transit stops and community destinations within villages, guided by Community Design Plans and Village Secondary Plans. The City's intent is to create complete streets that best accommodate all methods of travel.

Have Your Say

Tell us what you think of these proposed policy directions before May 17, 2013

Go to ottawa.ca/livableottawa and fill out the online questionnaire

Email your comments to planning@ottawa.ca

What's next?

April 2013 – Continued public participation

- Official Plan policy development meetings with targeted stakeholder groups and City staff
- Proposed Cycling and Pedestrian Plan bicycle and walking paths networks launched on ottawa.ca/livableottawa for public comment until May 17, 2013.

June 2013 Tabling – Draft Official Plan amendment

- Draft Official Plan Amendment and supporting information tabled at Planning Committee
- Transportation Master Plan, Cycling Plan, and Pedestrian Plan consultations continue

July and August 2013 – Continued public participation

- Community and technical consultation of the draft Official Plan amendment for public comment

Fall 2013

- Final public meetings to gather feedback on the proposed draft Official Plan Amendment – dates to be determined
- Draft Transportation, Cycling and Pedestrian Master Plans presented to Transportation Committee
- Official Plan Amendment and Infrastructure Master Plan presented to Planning Committee for adoption

December 2013 – Final Approval by City Council

All plans presented for approval: Official Plan Amendment, Infrastructure, Transportation Cycling and Pedestrian Master Plans.

1. Direct link to online questionnaire: <http://app03.ottawa.ca/survey/index.php?sid=77586&lang=en>