



## Planning and Housing Committee

### Agenda

**Meeting #:** 30  
**Date:** Wednesday, July 3, 2024  
**Time:** 9:30 am  
**Location:** Champlain Room, 110 Laurier Avenue West, and by electronic participation  
**Members:** Chair: Councillor Jeff Leiper, Vice-chair: Councillor Glen Gower, Councillor Riley Brockington, Councillor Cathy Curry, Councillor Laura Dudas, Councillor Laine Johnson, Councillor Theresa Kavanagh, Councillor Clarke Kelly, Councillor Catherine Kitts, Councillor Wilson Lo, Councillor Tim Tierney, Councillor Ariel Troster

Kelly Crozier, Committee Coordinator  
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1. Notices and meeting information for meeting participants and the public

Notices and meeting information for meeting participants and the public

Notices and meeting information are attached to the agenda and minutes, including: availability of simultaneous interpretation and accessibility accommodations; *in camera* meeting procedures; information items not subject to discussion; personal information disclaimer for correspondents and public speakers; notices regarding minutes; and remote participation details.

Accessible formats and communication supports are available, upon request.

Except where otherwise indicated, reports requiring Council consideration will be presented to Council on Wednesday, July 10, 2024 in Planning and Housing Committee Report 30.

The deadline to register by phone to speak, or submit written comments or visual presentations is 4 pm on Tuesday, July 2, 2024, and the deadline to register by email to speak is 8:30 am on Wednesday, July 3, 2024.

- 2. Declarations of Interest
- 3. Confirmation of Minutes
  - 3.1 PHC Minutes 29 – Wednesday, June 19, 2024
- 4. Planning, Development and Building Services Department
  - 4.1 Official Plan Amendment and Zoning By-law Amendment – 265 Catherine Street  
ACS2024-PRE-PS-0055 - Somerset (14)

**Report recommendation(s)**

- 1. That Planning and Housing Committee recommend Council approve:
  - a. An amendment to the Official Plan, Volume 2C, for 265 Catherine Street, to permit a mixed-use development including three high-rise towers up to 32, 34, and 36 storeys, respectively, and land for a new public park, subject to the criteria of an area specific policy, as detailed in Document 2.
  - b. An amendment to Zoning By-law 2008-250, as amended, for 265 Catherine Street, as shown in Document 1, to permit a mixed-use development including three high-rise towers up to 32, 34, and 36 storeys, respectively, and land for a new public park, as detailed in Document 3.
- 2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of July 10, 2024," subject to submissions received between the publication of this report and the time of Council's decision.

4.2 Zoning by-law Amendment – 10 Empress Ave North

ACS2024-PDB-PSX-0017 - Somerset (14)

4.3 Official Plan Amendment and Zoning By-law Amendment – 3030 St. Joseph Boulevard

ACS2024-PDB-PS-0084 - Orléans East-Cumberland (1)

**Report recommendation(s)**

- 1. That the Planning and Housing Committee recommend Council approve:

- a. An amendment to the Official Plan, Volume 2A, Orléans Corridor Secondary Plan, for 3030 St. Joseph Boulevard, as shown in Document 1, to remove Section 6.1 (58) “3030 St. Joseph Boulevard - maximum building height is 16-storeys”, as detailed in Document 2, to permit a high-rise building.
  - b. An amendment to the Zoning By-law 2008-250 for 3030 St. Joseph Boulevard for the lands shown in Document 1 to amend the exception and schedule AM3[2705]S438 to permit an 18-storey mixed-use building, as detailed in Documents 3 and 4.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of July 10 subject to submissions received between the publication of this report and the time of Council’s decision.

4.4 Official Plan Amendment and Zoning By-law Amendment – 70 and 80 Woodridge Crescent

ACS2024-PDB-PS-0058 - Bay (7)

**Report recommendation(s)**

1. That Planning and Housing Committee recommend Council approve an amendment to the Official Plan for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys and public realm improvements as detailed in Document 2.
2. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys as detailed in Document 3.
3. That Planning and Housing Committee recommend Council approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of July 10, 2024, subject to submissions received between the

**publication of this report and the time of Council's decision.**

**4.5 Demolition Control By-law Amendment**

ACS2024-PDB-PS-0078 - Rideau-Vanier (12), Rideau-Rockcliffe (13), Somerset (14), Kitchissippi (15) and Capital (17)

**Report recommendation(s)**

**That Planning and Housing Committee recommend Council approve an amendment to the Demolition Control By-law 2012-377 related to development applications and timing for demolition permits.**

**4.6 Official Plan Monitoring – 2022 Draft Baseline Report**

ACS2024-PDB-PS-0080 - Citywide

**Report recommendation(s)**

**That Planning and Housing Committee receive this report for information.**

**4.7 2022 Annual Development Report**

ACS2024-PDB-PS-0079 - Citywide

**Report recommendation (s)**

**That Planning and Housing Committee receive this report for information.**

5. In Camera Items
6. Notices of Motions (For Consideration at Subsequent Meeting)
7. Inquiries
8. Other Business
9. Adjournment

Next Meeting

Wednesday, August 14, 2024.



## Comité de la planification et du logement

### Ordre du jour

N° de la réunion : 30  
Date : le mercredi 3 juillet 2024  
Heure : 09 h 30  
Endroit : Salle Champlain, 110, avenue Laurier Ouest, et participation par voie électronique

Membres : Président : Jeff Leiper, conseiller , Vice-président : Glen Gower, conseiller, Riley Brockington, conseiller, Cathy Curry, conseillère, Laura Dudas, conseillère, Laine Johnson, conseillère, Theresa Kavanagh, conseillère, Clarke Kelly, conseiller, Catherine Kitts, conseillère, Wilson Lo, conseiller, Tim Tierney, conseiller, Ariel Troster, conseillère

Kelly Crozier, Coordonnatrice de comité  
613-580-2424, poste 16875  
Kelly.Crozier@ottawa.ca

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1. Avis et renseignements concernant la réunion à l'intention des participants à la réunion et du public

Avis et renseignements concernant la réunion à l'intention des participants à la réunion et du public

Les avis et renseignements concernant les réunions sont joints à l'ordre du jour et au procès-verbal, y compris : la disponibilité des services d'interprétation simultanée et des mesures d'accessibilité; les procédures relatives aux réunions à huis clos; les points d'information qui ne font pas l'objet de discussions; les avis de non-responsabilité relativement aux renseignements personnels pour les correspondants et les intervenants; les avis relatifs aux procès-verbaux; les détails sur la participation à distance.

Des formats accessibles et des soutiens à la communication sont offerts sur demande.

À moins d'avis contraire, les rapports nécessitant un examen par le Conseil municipal seront

présentés au Conseil le 10 juillet 2024 dans le rapport 30 du Comité de la planification et du logement.

La date limite pour s'inscrire par téléphone, en vue de prendre la parole devant le comité, de soumettre des commentaires par écrit ou de faire une présentation visuelle, est le mardi 2 juillet 2024, à 16 h, et la date limite pour s'inscrire par courriel, en vue de prendre la parole devant le comité, est le mardi 3 juillet 2024, à 8 h 30.

2. Déclarations d'intérêt
3. Adoption des procès-verbaux
  - 3.1 Procès-verbal 29 du CPL - le mercredi 19 juin 2024
4. Direction générale des services de la planification, de l'aménagement et du bâtiment
  - 4.1 Modification du Plan officiel et du Règlement de zonage – 265, rue Catherine  
  
ACS2024-PRE-PS-0055 - Somerset (14)

#### **Recommandation(s) du rapport**

1. **Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver :**
  - a. **une modification du volume 2C du Plan officiel, concernant le 265, rue Catherine, visant à autoriser un aménagement polyvalent, comprenant trois tours de grande hauteur d'un maximum de 32, 34 et 36 étages, respectivement, et un terrain destiné à un nouveau parc public, sous réserve du respect des critères d'une politique sectorielle, comme le précise le document 2;**
  - b. **une modification du Règlement de zonage 2008-250, tel que modifié, concernant le 265, rue Catherine, comme l'indique le document 1, visant à autoriser un aménagement polyvalent, comprenant trois tours de grande hauteur d'un maximum de 32, 34 et 36 étages, respectivement, et un terrain destiné à un nouveau parc public, comme le précise le document 3;**
2. **Que le Comité de la planification et du logement approuve l'inclusion de la section du présent rapport consacrée aux détails de la consultation en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux "exigences d'explication" aux termes de la *Loi sur l'aménagement du territoire* à la réunion du Conseil municipal du 10 juillet 2024 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de**

la décision du Conseil.

4.2 French

4.3 Modification du Plan officiel et modification du Règlement de zonage – 3030, boulevard St Joseph

ACS2024-PDB-PS-0084 - Orléans-Est-Cumberland (1)

**Recommandation(s) du rapport**

1. Que le Comité de la planification et du logement recommande au Conseil municipal approuve :
  - a. la modification à apporter au volume 2A (Plan secondaire du couloir d'Orléans) du Plan officiel pour le 3030, boulevard St Joseph, représenté dans la pièce 1, afin de retrancher la sous section 6.1 (58) « 3030, boulevard St Joseph — hauteur maximum des bâtiments : 16 étages », selon les modalités précisées dans la pièce 2, afin d'autoriser l'aménagement d'un immeuble de grande hauteur;
  - b. la modification à apporter au Règlement de zonage (no 2008-250) pour le 3030, boulevard St-Joseph, pour les terrains représentés dans la pièce 1 afin de modifier l'exception et l'annexe AM3[2705]S438 pour autoriser l'aménagement d'un immeuble polyvalent de 18 étages selon les modalités précisées dans les pièces 3 et 4.
2. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 10 juillet 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

4.4 Modification du Plan officiel et modification du Règlement de zonage – 70 et 80, croissant Woodridge

ACS2024-PDB-PS-0058 - Baie (7)

**Report recommandation(s)**

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au Plan officiel pour le 70 et

le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur, d'au plus 40 étages, et d'apporter des améliorations au domaine public selon les modalités précisées dans la pièce 2.

2. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au Règlement de zonage (no 2008-250) pour le 70 et le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur et d'au plus 40 étages selon les modalités précisées dans la pièce 3.
3. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 10 juillet 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

#### 4.5 Modification apportée au Règlement sur le contrôle des démolitions

ACS2024-PDB-PS-0078 - Rideau-Vanier (12), Rideau-Rockcliffe (13), Somerset (14), Kitchissippi (15) and Capitale (17)

##### **Recommandation(s) du rapport**

**Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement sur le contrôle des démolitions (Règlement no 2012-377), en ce qui concerne les demandes d'aménagement et le calendrier relatif aux permis de démolir.**

#### 4.6 Rapport référentiel 2022 sur la surveillance du Plan officiel

ACS2024-PDB-PS-0080 - À l'échelle de la ville

##### **Recommandation(s) du rapport**

**Que le Comité de la planification et du logement prenne connaissance de ce rapport pour information.**

#### 4.7 Rapport annuel sur l'aménagement de 2022

ACS2024-PDB-PS-0079 - À l'échelle de la ville

## Recommandation(s) du rapport

**Que le Comité de la planification et du logement prenne connaissance de ce rapport pour information.**

5. Points à huis clos
6. Avis de motions (pour examen lors d'une réunion subséquente)
7. Demandes de renseignements
8. Autres questions
9. Levée de la séance

Prochaine réunion

Le mercredi 14 août 2024.



# Notices to the public and participants regarding committee proceedings

Updated: December 30, 2022

## Public notices

- Simultaneous interpretation in both official languages is available for any specific agenda item by contacting the committee coordinator at least 72 hours before the meeting date. For requests made within 72 hours of the Committee meeting, staff will endeavour to arrange simultaneous interpretation requests whenever possible.
- Accessible formats and communication supports are available, upon request to the committee coordinator or by completing the [Accessible Formats and Communication Supports Request Form](#). The City shall, upon request and in consultation with the person making the request, provide or arrange to provide accessible formats and communication supports for persons with disabilities. Accessible formats and communication supports shall be provided in a timely manner, taking into account the person's particular accessibility needs and at a cost that is no more than the regular cost charged to other persons, in accordance with the City's [Accessibility Policy](#) and its [Accessible Formats and Communication Supports Procedures](#).
- *In camera* items are not subject to public discussion or audience. Any person has a right to request an independent investigation of the propriety of dealing with matters in a closed session. A [Request for investigation of closed meeting form](#) may be obtained, without charge, online or in person from the Chair of the meeting. Requests are kept confidential pending any report by the Meetings Investigator and are conducted without charge to the Requestor.
- Items listed on the agenda under Communications and Information Previously Distributed do not form part of the regular agenda and will not be discussed by

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the Committee unless added to the agenda pursuant to Subsection 89(3) of the [Procedure By-law](#).

- **Information submitted to the Committee, including the full name of the correspondent/speaker, will form part of the public record and will be publicly accessible.** Correspondence, including personal and contact information, is distributed to the Members of the Committee, offices of Members of Council and relevant City officials and staff. The City posts audio of committee meetings online, including any oral submissions. For more information, contact the committee coordinator at the coordinates listed on the agenda.

## Notices regarding minutes

- Underlining in the minutes indicates an amendment, approved by a committee, to recommendations or to a motion.
- Minutes are **draft** until confirmed by the Committee.

## Hybrid meeting participation details

Meetings are held through a hybrid format with the option to participate in person or electronically in accordance with Section 238 of the *Municipal Act, 2001* as amended by the *COVID-19 Economic Recovery Act, 2020*.

Meetings in open session are open to the public and will in most cases be held at Ottawa City Hall (please refer to the agenda for the location of the meeting). Additionally, meetings will be hosted in [Zoom](#). Participants (such as Committee Members and registered speakers) may attend the meeting room, call a toll-free telephone number, or use Zoom software on a computer or mobile device.

## Members of Committee and Council and required City staff

The committee coordinator will send a Zoom link and password prior to the meeting to Members of Committee and Council, and staff who are required to participate.

## Other City staff, media and general public

Staff not participating in the meeting, the media and the general public must view the meeting on the [Ottawa City Council YouTube channel or on the City's agendas and minutes web portal \(eScribe\)](#). They may also attend the meeting in person in the public gallery.

In-room audience seating may have limited capacity and staff are asked to give priority to members of the media and public who wish to attend in person.

The City of Ottawa has implemented security measures to ensure a safe and secure environment for in-person Council and Committee meetings held in the City Hall Council Chambers – Andrew S. Haydon Hall. For more information visit [Ottawa.ca](http://Ottawa.ca)

## **Submissions to Committee**

Members of the public may provide either written or oral submissions (or both) to Committee meetings.

After the submission deadlines have passed, members of the public may submit comments to the appropriate standing committee (if applicable) and/or submit written comments to Council.

Comments received **after the submission deadlines have passed** will be acknowledged by the committee coordinator and provided to all Members of Council as soon as possible prior to Council's final consideration of the item (the Council date is noted on the Committee agenda), but may not be provided to the Committee prior to its meeting.

## **Written comments**

Members of the public may submit written comments by email to the committee coordinator, or by calling the committee coordinator to have their comments transcribed. **Both written and oral comments are given equal consideration by the Committee.**

**To ensure that written comments can be provided to the Committee prior to the meeting, the deadline for submitting written comments is 4:00 PM on the business day before the meeting** unless otherwise noted on the agenda.

## **Oral comments (public delegations)**

Members of the public may register, by calling or emailing the committee coordinator, to provide oral comments during the meeting. They must include their name, telephone number and email address (if available). Registration is required so that the committee coordinator may provide Zoom meeting information to the speaker.

Neither a computer, nor a video sharing device, is required to participate in the Zoom meeting. Participants may join the Zoom meeting by calling a toll-free number.



**Should you wish to speak for up to five minutes during the Committee meeting, you may register with the committee coordinator by phone prior to 4:00 PM on the business day before the meeting, or by email or in person no later than one hour prior to the start time set for the meeting, unless otherwise noted on the agenda.**

**Please note that screen-sharing will not be enabled for participants during this meeting. Those delegates who wish to provide a visual presentation (such as PowerPoint slides) are required to register to speak and provide those materials to the committee coordinator prior to 4:00 PM on the last business day prior to the meeting unless otherwise noted on the agenda.**

The committee coordinator who is moderating the meeting will share your presentation from his/her screen as you speak.

## **More information**

For more information, please visit the [Agendas, minutes and videos](#) page at [ottawa.ca/agendas](http://ottawa.ca/agendas).



# Avis à l'intention du public et des participants concernant les délibérations des comités

Mise à jour : Le 30 décembre 2022

## Avis publics

- L'interprétation simultanée est offerte dans les deux langues officielles pour toute question à l'ordre du jour; il suffit de communiquer avec le coordonnateur de comité au moins 72 heures avant la réunion. Pour les demandes soumises dans les 72 heures avant la réunion du Comité, le personnel s'efforcera de faire le nécessaire pour répondre aux demandes d'interprétation simultanée.
- Des formats accessibles et des aides à la communication sont offerts après avoir effectué une demande auprès du coordonnateur de comité ou en remplissant la [Demande de documentation de la Ville d'Ottawa en formats accessibles](#). La Ville doit, sur demande et en consultation avec la personne qui présente la demande, fournir ou prendre des dispositions pour fournir des formats accessibles et des aides à la communication pour les personnes en situation de handicap. Des formats accessibles et des aides à la communication doivent être fournis en temps opportun, en tenant compte des besoins d'accessibilité particuliers de la personne et à un coût qui n'est pas plus élevé que le coût ordinairement demandé aux autres personnes, conformément à la [Politique sur l'accessibilité](#) de la Ville d'Ottawa et ses [Procédures concernant les formats accessibles et les aides à la communication](#).
- Le public ne peut pas assister aux discussions ni aux séances sur les points à l'ordre du jour débattus à huis clos. Toute personne a le droit de demander une enquête indépendante sur la légitimité de régler certaines questions à huis clos. Il est possible de se procurer sans frais une [Demande d'enquête sur le bien-fondé d'une réunion à huis clos](#) en ligne ou en personne auprès du président de la réunion en question. Les demandes d'enquête restent

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confidentielles tant que l'enquêteur n'a pas présenté son rapport et n'entraînent aucuns frais pour le demandeur.

- Les points énumérés à l'ordre du jour sous « Communications » et « Information distribuée auparavant » ne font pas partie de l'ordre du jour ordinaire et ne seront donc pas traités par le Comité, à moins qu'ils ne soient ajoutés à l'ordre du jour en vertu du paragraphe 89(3) du [Règlement de procédure](#).
- **L'information envoyée au Comité, y compris le nom complet des correspondants/présentateurs, sera versée aux dossiers publics et sera accessible au public.** La correspondance, coordonnées et renseignements personnels compris, est transmise aux membres du Comité, aux bureaux des membres du Conseil et aux cadres et employés de la Ville concernés. La Ville publie en ligne la version audio des réunions de comités, y compris les observations verbales. Pour en savoir plus, communiquez avec le coordonnateur de comité dont les coordonnées sont indiquées dans l'ordre du jour.

## Avis relatifs aux procès-verbaux

- Le soulignement dans les procès-verbaux indique une modification, approuvée par un comité, de recommandations ou d'une motion.
- Les procès-verbaux sont **préliminaires** jusqu'à ce qu'ils soient approuvés par le Comité.

## Participation aux réunions hybrides – détails

Les réunions se déroulent en format hybride, en vue d'offrir la possibilité aux participants d'y assister en personne ou par voie électronique, conformément à l'article 238 de la *Loi de 2001 sur les municipalités*, telle que modifiée par la *Loi de 2020 visant à favoriser la reprise économique face à la COVID-19*.

Les réunions en séance publique sont ouvertes à tous et se tiennent généralement à l'hôtel de ville d'Ottawa (veuillez consulter l'ordre du jour pour connaître le lieu exact de la réunion). La réunion est également présentée sur [Zoom](#). Les participants (tels que les membres des comités et les intervenants inscrits) peuvent y assister en personne, en téléphonant à un numéro sans frais ou en utilisant le logiciel Zoom sur un ordinateur ou un appareil mobile.

## **Membres du Comité et du Conseil, et personnel municipal tenu de participer à la réunion**

Le coordonnateur de comité enverra un lien Zoom et un mot de passe avant la réunion aux membres du comité et aux membres du Conseil ainsi qu'au personnel municipal tenu de participer.

## **Autres employés municipaux, médias et public**

Les employés qui ne participent pas à la réunion, les médias et le public peuvent suivre la réunion sur la [chaîne YouTube du Conseil municipal d'Ottawa](#) ou dans le [portail Web des ordres du jour et des procès-verbaux de la Ville \(eScribe\)](#). La participation en personne est également possible dans la galerie des spectateurs.

Les places assises peuvent être limitées. Nous prions donc le personnel de bien vouloir donner la priorité aux membres des médias et du public qui souhaitent assister à la réunion.

Pour les participants en personne, veuillez noter que la Ville d'Ottawa a mis en place des mesures de sécurité pour assurer un environnement sûr et sécuritaire pour les réunions en personne tenues dans la salle du Conseil de l'hôtel de ville - Salle Andrew S. Haydon. Pour plus d'informations, visitez [Ottawa.ca](#).

## **Commentaires présentés au Comité**

Le public peut formuler des commentaires par écrit ou de vive voix (ou les deux) lors des réunions du Comité.

Passé les échéances pour les soumissions, le public peut soumettre ses commentaires au comité permanent concerné (s'il y a lieu) ou au Conseil.

Les commentaires reçus **une fois les échéances passées pour les soumissions** seront traités par le coordonnateur du comité, puis transmis à tous les membres du Conseil dès que possible avant l'examen final du point par le Conseil (la date de la réunion du Conseil étant notée sur l'ordre du jour du comité), mais il se pourrait qu'ils ne soient pas communiqués au comité avant sa réunion.

## Commentaires écrits

Les commentaires peuvent être envoyés au coordonnateur de comité par courriel ou en communiquant avec lui par téléphone pour que ces commentaires soient transcrits. **Les commentaires écrits et oraux reçoivent la même attention du Comité.**

**Afin que les commentaires écrits puissent être communiqués au comité avant la réunion, l'échéance pour soumettre des commentaires par écrit est au plus tard à 16 h le jour ouvrable précédant la réunion**, sauf indication contraire dans l'ordre du jour.

## Commentaires oraux (intervenants du public)

Il est possible de s'inscrire auprès du coordonnateur de comité, par téléphone ou courriel, pour prendre la parole durant la réunion. Pour ce faire, l'intervenant doit fournir son nom, son numéro de téléphone et son adresse électronique (si possible).

L'inscription est requise pour recevoir les informations relatives à la réunion Zoom.

Il n'est pas obligatoire d'avoir un ordinateur ou un appareil de partage de vidéos pour participer à la réunion; il est possible de le faire en composant un numéro sans frais.

**Si vous souhaitez prendre la parole (maximum de cinq minutes) pendant la réunion du comité, vous devez vous inscrire auprès du coordonnateur du comité, par téléphone, avant 16 h le dernier jour ouvrable précédant la réunion, ou par courriel ou en personne, au plus tard une heure avant le début de la réunion**, sauf indication contraire dans l'ordre du jour.

**Veillez prendre note que le partage d'écran ne sera pas autorisé pour les participants durant cette réunion. Les intervenants qui souhaitent faire une présentation visuelle (par exemple au moyen de PowerPoint) doivent s'inscrire pour prendre la parole et fournir cette présentation au coordonnateur du comité avant 16 h le dernier jour ouvrable précédant la réunion**, sauf indication contraire dans l'ordre du jour.

Le coordonnateur du comité, qui anime la réunion, partagera la présentation à partir de son écran lors de l'intervention.

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**Subject: Official Plan Amendment and Zoning By-law Amendment – 265 Catherine Street**

**File Number: ACS2024-PRE-PS-0055**

**Report to Planning and Housing Committee on 3 July 2024  
and Council 10 July 2024**

**Submitted on June 21, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: Somerset (14)**

**Objet: Modification du Plan officiel et du Règlement de zonage – 265, rue  
Catherine**

**Dossier : ACS2024-PRE-PS-0055**

**Rapport au Comité de la planification et du logement**

**le 3 juillet 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 21 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource: John Bernier, Urbaniste II, Examen des demandes  
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**Quartier: Somerset (14)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve:
  - a. An amendment to the Official Plan, Volume 2C, for 265 Catherine Street, to permit a mixed-use development including three high-rise towers up to 32, 34, and 36 storeys, respectively, and land for a new public park, subject to the criteria of an area specific policy, as detailed in Document 2.
  - b. An amendment to Zoning By-law 2008-250, as amended, for 265 Catherine Street, as shown in Document 1, to permit a mixed-use development including three high-rise towers up to 32, 34, and 36 storeys, respectively, and land for a new public park, as detailed in Document 3.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the Planning Act 'Explanation Requirements' at the City Council Meeting of July 10, 2024," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver :
  - a. une modification du volume 2C du Plan officiel, concernant le 265, rue Catherine, visant à autoriser un aménagement polyvalent, comprenant trois tours de grande hauteur d'un maximum de 32, 34 et 36 étages, respectivement, et un terrain destiné à un nouveau parc public, sous réserve du respect des critères d'une politique sectorielle, comme le précise le document 2;
  - b. une modification du *Règlement de zonage 2008-250*, tel que modifié, concernant le 265, rue Catherine, comme l'indique le document 1, visant à autoriser un aménagement polyvalent, comprenant trois

**tours de grande hauteur d'un maximum de 32, 34 et 36 étages, respectivement, et un terrain destiné à un nouveau parc public, comme le précise le document 3;**

- 2. Que le Comité de la planification et du logement approuve l'inclusion de la section du présent rapport consacrée aux détails de la consultation en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d'explication” aux termes de la *Loi sur l'aménagement du territoire* à la réunion du Conseil municipal du 10 juillet 2024 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning Staff recommend approval of the Official Plan Amendment (OPA) and Zoning By-law Amendment for 265 Catherine Street to permit the redevelopment of the former bus depot block into a mixed-use development, consisting of high-rise towers of 32, 34, and 36 storeys, with commercial spaces at grade and a new public park.

Through the Official Plan Amendment, a site-specific policy will be added to the Central and East Downtown Core Secondary Plan to permit the proposed heights via the provisions of the recommended zoning applicable to the site. The amendment includes modifying an existing provision for privately owned public space to account for the dedication of parkland. Several schedules within the Secondary Plan will be updated to reflect these changes.

The existing General Mixed-use Zone (GM[1875] S271) was implemented in 2011 and allows two, 25-storey high-rise buildings along Catherine Street, and two mid-rise buildings oriented towards Arlington Avenue. The proposed Zoning By-law Amendment, includes a replacement of Schedule 271, the rezoning of the northeast corner to Parks and Open Space (O1), and amendments to the site-specific exception, which include: allowing an amenity structure to project above the permitted heights, a reduction in vehicle parking, an increased bike parking rate, relief from provisions related to the setback of terraces for the townhomes, and a requirement for the non-residential uses



on the ground floor provide active entrances facing the street with a minimum of 50 per cent of the façade comprised of glazing.

## **RÉSUMÉ**

### **Recommandation du personnel**

Le personnel chargé de la planification recommande l'approbation de la modification du Plan officiel et de la modification du Règlement de zonage concernant le 265, rue Catherine, afin de permettre le réaménagement de l'ancien îlot servant de dépôt d'autobus en un aménagement polyvalent, comprenant des tours de grande hauteur de 32, 34 et 36 étages, des espaces commerciaux au niveau du sol et un nouveau parc public.

Grâce à la modification du Plan officiel, une politique propre au site sera ajoutée au Plan secondaire du cœur et de l'est du centre-ville, afin d'autoriser les hauteurs proposées au moyen des dispositions du zonage recommandé pour le site. La modification inclut le changement d'une disposition relative aux espaces publics appartenant à des intérêts privés, afin de permettre l'affectation de terrains à la création de parcs. Plusieurs annexes du Plan secondaire seront mises à jour pour refléter les changements en question.

Mise en place en 2011, la zone d'utilisations polyvalentes générale (GM[1875] S271) autorise la construction de deux immeubles de grande hauteur (25 étages), le long de la rue Catherine, et de deux immeubles de moyenne hauteur, orientés dans le sens de l'avenue Arlington. La modification du Règlement de zonage proposée prévoit le remplacement de l'annexe 271, le rezonage du coin nord-est à Zone de parc et d'espace vert (O1) et des changements touchant l'exception propre à l'emplacement : autorisation d'inclure dans le projet une structure des commodités dépassant les hauteurs permises, réduction du stationnement pour véhicules, hausse du nombre de places de stationnement pour vélos, dispense des dispositions encadrant le retrait des terrasses pour les maisons en rangée, ajout d'une exigence en matière d'utilisations non résidentielles au niveau du sol qui permet des entrées actives faisant face à la rue et impose un vitrage couvrant au moins 50 pour cent de la façade.

## **BACKGROUND**

### **Site location**

265 Catherine Street

**Developer**

Brigil Construction Inc.

**Applicant**

GBA Group c/o John Moser

**Architect**

BDP. Quadrangle

**Description of site and surroundings**

The subject property is located north of the Highway 417 (the Queensway), situated on the southern edge of the Centretown community.

The subject property was previously occupied by the former Greyhound bus depot, which has since been demolished. The site includes the entirety of the block, bordered by Catherine Street, Lyon Street, Arlington Avenue, and Kent Street. The rectangular lot is approximately 10,300 square metres, has a lot width of 170 metres, and a lot depth of 60 metres.

The area surrounding the subject property features a diverse mix of uses. To the south, commercial land uses line Catherine Street and the Queensway, with the Glebe community further beyond. To the north and west, along Arlington Avenue and Lyon Street, are low-rise residential areas. East of the site is Kent Street and Glashan Public School. Bank Street, approximately 150 metres to the east, serves as a corridor with various service and retail uses, amenities, and major bus routes.

**Summary of proposed development**

The proposed development at 265 Catherine Street includes a mixed-use development consisting of three high-rise towers (Towers 1, 2, and 3) with two 6-storey podiums (Buildings A and B) and three-storey townhouses (Building C) along Arlington Avenue.

Tower 1: 32 storeys, on Building A, fronts Catherine Street.

Tower 2: 36 storeys, on Building B, also fronts Catherine Street.

Tower 3: 34 storeys, on Building B, faces Lyon Street.

The development concept offers 1,134 units in total. There are two phases of construction proposed: Phase 1 includes Tower 1 with about 400 units, and 144 underground parking spaces; Phase 2 includes Towers 2 and 3 with around 730 units, along with seven townhouse units in Building C, and will add 216 underground parking spaces. Unit types include a mix of bachelor, one-, two-, and three-bedroom units, with an intention for 100 of these to be affordable units.

The site will feature a total of 360 parking spaces in a two-level underground garage and 1,164 bicycle parking spaces, more than double the minimum bicycle parking requirement. A minimum of 15 per cent privately owned public space will be provided in the form of a woonerf-style lanes, patios, and gardens, in addition to an approximately 1,000 square metre public park at the northeastern corner.

### **Summary of requested Official Plan Amendment**

The Official Plan Amendment seeks to amend the Central and East Downtown Core Secondary Plan – Volume 2A for 265 Catherine Street, and include the following:

- Amending Section 4.4.6 – Public Realm, Policy 20, reducing the minimum Privately Owned Public Space (POPS) requirement for this site from 25 per cent to 15 per cent, and recognizing the 10 per cent lot area as parkland dedication;
- Amending Section 4.4.9 – Land Use and Site Development to allow three high-rise buildings of 32, 34, and 36 storeys, in accordance with the recommended zoning;
- Amending Schedule B – Designation Plan to redesignate the northeast corner from ‘Corridor’ to ‘Park’;
- Amending Schedule C – Maximum Building Heights to lower the northern portion from nine to six-storeys, and designating the northeast corner ‘unspecified’ for a public park; and
- Amending Schedule E to include a new park on the northeast corner of the site and titling it as “13. Arlington and Kent Park.”

### **Summary of requested Zoning By-law Amendment**

The Zoning By-law Amendment seeks to rezone the portion of the subject property intended for parkland conveyance from General Mixed-Use Zone, Exception 1875, Schedule 271 (GM [1875]] S271) to Parks and Open Space Zone (O1). The remainder of

the property will retain the existing zoning designation, with exception 1875 being amended with provisions described below, and Schedule 271 being replaced to reflect the 32-, 34-, and 36-storey heights. Further details are provided in Documents 3 and 4.

Summary of the recommended rezoning include the following:

- Rezone the northeast corner of the property to O1 for the portion of the site intended for parkland dedication (via Site Plan).
- Replace Schedule 271 to include a new schedule that identifies the minimum yard setbacks, minimum building setbacks, and maximum building heights, as per the proposed development, as shown in Document 4.
- Amend Urban Exception 1875 to remove 'bus station' as an additional permitted use, maintain 'drive-through facility' as a prohibited use, and identify site-specific zoning provisions including, but not limited to the following:
  - Provisions to be removed:
    - Restrictions related to the location of office uses on the ground floor.
    - Restrictions specific to the former bus station.
    - Relief regarding the minimum visitor parking space for the first 12 units for a dwelling unit contained within a building also containing non-residential uses.
  - Provisions to be added:
    - Increasing the minimum bicycle parking rate from 0.5 to 1 space per unit.
    - Reducing the minimum parking rate for a dwelling in a mixed-use building, from 0.5 to 0.2 spaces per dwelling unit.
    - Relief from Section 64 to allow the proposed enclosed rooftop amenity space to project above the height limits to a maximum of 7.5 metres and be limited to a gross floor area of 320 square metres.

- Relief from Table 55 regarding the setback requirements for the terraces proposed on the townhouse building.
- Provisions to be maintained:
  - Relief from permitted projections, and projections above the height limits (Section 64 and 65), for elements such as balconies and awnings, a bridge, and any mechanical equipment that may project beyond the setbacks and heights described on Schedule 271.
  - Requiring active entrances for all uses on the ground floor to face a public street or park.
  - Requiring each non-residential uses on the ground floor facing a public street or park to provide a minimum of 50 per cent of its façade comprised of windows and its main entrance.
  - Specifying that maximum building heights and minimum yard setbacks included in the General Mixed-use Zone are not applicable and are as shown on Schedule 271.

## **DISCUSSION**

### **Public Consultation**

#### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments.

Approximately 40 comments were received regarding the proposed development. Concerns were raised regarding the following: the built form (height), increased density, insufficient number of parking spaces, increased traffic, housing affordability, removal of existing trees, the lack of multi-family housing options, sustainability, and the overall impact on the surrounding community. Comments received in support of the application cited the need for more housing in the downtown core, the need for density and intensification in Centretown, and the development's ability to maximize land use while taking advantage of existing infrastructure and amenities.

The Applicant conducted three visioning workshops prior to submission, and an additional open house was held following submission. These meetings were attended by members of the public, the Centretown Community Association, and the Ward Councillor's Office. The Applicant has documented these meetings in the submitted Planning Rationale, along with the general responses heard from the public. The Applicant considered these comments and implemented many of the changes in the development proposal, such as: increasing tree plantings, introducing community and art spaces, providing car-share parking spaces, expressing a commitment to include approximately 100 affordable units, creating retail spaces that are oriented to local and small businesses, increasing the bike parking rate, and providing publicly accessible washrooms for the users of the park. Some of these elements will be secured through conditions of Site Plan approval, where possible.

For this proposal's consultation details, see Document 5 of this report.

### **Official Plan designation(s) and policies**

Per Schedule A and B1 of the Official Plan (OP), the subject property is designated as a Minor Corridor within the Downtown Core Transect. The site is also subject to the Evolving Neighbourhood Overlay.

#### **Section 2.2.1: Intensification and Diversifying Housing Options**

Residential growth in Ottawa should be focused on existing urban areas to support 15-minute neighbourhoods. Intensification efforts should target hubs, corridors, and surrounding neighbourhoods to enhance access to services and amenities.

#### **Section 2.2.4: Healthy and Inclusive Communities**

Encourage the development of 15-minute neighbourhoods that offer a variety of housing options, services, and amenities. These neighbourhoods will differ based on context but should include a mix of housing types, densities supporting local shops and services, public spaces such as community centers and libraries, neighbourhood commercial uses, access to healthy food, and supportive housing. Developments shall incorporate high-quality urban design with a human scale that fosters a sense of place.

#### **Section 3.2: Support Intensification**

Intensification should account for 51 per cent of the targeted residential growth in urban areas and can take various forms and heights, including high-rise developments. Focus

intensification efforts on hubs and corridors to support 15-minute neighbourhoods, especially on former commercial sites.

#### Section 4.1: Mobility

Growth management and economic development should recognize the connection between land use and transportation. This section underscores Council's commitment to equitable, safe, and healthy communities and climate action. The City will prioritize space- and cost-efficient transportation modes to accommodate growth, deliberately reducing space for automobiles in favor of public transit and active transportation. The policy advocates for a Safe Systems Approach to reduce collisions and aims to create neighbourhoods where living car-light or car-free is feasible, supported by the Transportation Master Plan.

#### Section 4.6: Urban Design

Development proposals are required to demonstrate the intent of applicable Council-approved plans and design guidelines. New high-rise developments should achieve compatibility through height transitions with strategic massing which include appropriate setbacks and stepbacks. High-rise buildings should be designed with a well-defined base, middle, and top, with tower floorplates generally limited to 750 square metres. Site planning on Corridors should frame the street with active entrances oriented to the street.

#### Section 5.1: Downtown Core Transect

Development in the Downtown Core Transect should sustain and enhance the urban built form pattern, while evolving as a 15-minute neighbourhood which prioritizes active and transit-supportive modes of transportation. The tallest buildings and highest densities should be located in this transect, with Minor Corridors generally having a minimum height of two storeys and a maximum height of nine storeys. Greater heights may be allowed through a Secondary Plan, provided appropriate height transitions and stepbacks are included.

#### Section 5.6.1: Evolving Neighbourhoods

Areas in close proximity to Hubs and Corridors are intended to evolve over time, transitioning from a suburban to an urban typology that supports intensification.

#### Section 6.2.2: Corridors

Generally, this designation applies to lands along specific streets that are planned for higher density, mixed-use developments, that are supportive of transit and active transportation networks.

### **Other applicable policies and guidelines**

#### Central and East Downtown Secondary Plan (Secondary Plan)

The property is also within the boundaries of the Central and East Downtown Core Secondary Plan, within the broader Centretown Character Area, on Schedule A. The site within the South Character Area, as identified on Annex 1 - Centretown Character Areas. This plan is meant to provide a framework for change as the neighbourhood experiences intensification.

#### Section 3.1: Built Form

Development within the Central and East Downtown Core will contribute to active street life and pedestrian convenience through its design function and activity. Measures shall be taken to improve the vibrancy of the street by; orienting all active entrances towards the street, locating indoor and outdoor amenity spaces abutting the street, avoiding blank walls, designing vehicular facilities to minimize the impact on the street, and providing building setbacks that allow for wider sidewalks.

#### Section 4.4.5: Mobility

Centretown presently contains a large number of arterial roads which are focused on supporting the movements of vehicles between the downtown core and the Queensway. The plan encourages the reduction of automobile use and their impacts by providing for a program of complete streets that encourage walking, cycling, and transit use.

#### Section 4.4.6: Public Realm

Centretown's public realm is to be protected and enhanced through the creation of new parks, POPS, and other public spaces. Policy 20 is specific to 265 Catherine Street, requiring future development to comply with the height limits of the zoning in place on January 23<sup>rd</sup>, 2014, and includes a requirement for a minimum of 25 per cent of the lot area to be dedicated to privately owner public spaces (POPS).

#### Section 4.4.8: Housing



Developments within Centretown shall provide a broad range of housing choices to accommodate the expected increase in population size. The City will work with private developers to ensure adequate housing supply and will seek to retain affordable rental housing.

#### Section 4.4.9: Land Use and Site Development

The intent of Corridors within the Centretown South Character Area is to maintain employment uses while encouraging infill and high-rise development that provides a buffer between the Queensway and the established neighbourhoods to the north. Permitted uses shall include apartment buildings, townhouses, offices, small-scale and large-format retail, hotels, bulk good outlets, wholesale operations and other commercial operations that serve the needs of travellers, commuters and Centretown residents.

Maximum heights are intended to achieve transition to the mid-rise and low-rise areas to the north. As identified on Schedule C – Maximum Building Heights, the maximum building height on the subject property is nine storeys on the northern portion, fronting on Arlington Avenue, and 25 storeys on the southern portion, fronting Catherine Street.

#### Centretown Community Design Plan (CDP)

##### Section 5.2.2: Creating New Community Parks of the Centretown Community Design Plan

This section identifies the subject property as a prime location for the development of a park to address the open spaces deficiency in the area. The Centretown CDP envisions this area as green open space (soft landscape) to operate as a community park and include space for informal recreating and playing. The CDP states that the community park may be part of a wider redevelopment of the area and brought forward in conjunction with some of the larger redevelopment opportunities. This section also highlights the priority to revitalize Catherine Street's linear landscape to provide a green edge to the neighbourhood and buffer zone to the Queensway.

##### Section 6.1: Land Use

The Centretown CDP designates the subject property as Catherine Street Mixed Use area. This designation accommodates a variety of uses that require a larger floor format/floorplate, including residential, commercial, office, retail, open space etc., to serve the needs of residents and commuters of the city. Ground-related commercial uses are

encouraged. To create a buffer between the Queensway and residential areas, taller building formats are encouraged.

## Section 6.2: Building Approach

This section establishes standard policies for maximum buildings heights and appropriate transitions to the low-rise residential area. This policy states that taller residential buildings should be restricted to two zones: the Catherine Street Corridor and the Apartment Neighbourhood. The Catherine Street corridor permits buildings as tall as 50 to 77 metres (16 to 25 storeys). It is suggested that taller buildings should be located along the Queensway, where the existing context is taller, and transit is strongest. The recommended building height fronting on Arlington Avenue as set out in Section 6.2.2 – Overall Height Approach, is 30 metres (9 storeys) to ensure transition and integration with adjacent residential areas.

### Urban Design Guidelines for High-Rise Housing

The [Urban Design Guidelines for High-rise Buildings](#) were reviewed for consistency. The Council-approved guidelines provide a framework with which to review high-rise development. They are intended to guide review with respect to compatibility of existing and planned context, creation of human-scaled streets and public spaces, and coordination of development with transit and site services such as parking and utilities, among others.

### Zoning By-law 2008-250

In 2011, the site was rezoned (By-law 2011-342) from Transportation Facility Zone to General Mixed-use. The proposal at the time was for a mixed-use development consisting of two, 25-storey high-rise towers on the southwest and southeast corners of the site, supported by three to six-storey podiums, and two, six-storey bar buildings along Arlington Avenue. Schedule 271 was established to describe the heights and setbacks permitted throughout the site, and identified mid-block connections that represented a minimum lot area of 25 per cent to be dedicated as ‘publicly accessible open space’.

## **Urban Design Review Panel**

The site is within a design priority area as defined on Schedule C7A and therefore the application was subject to the Urban Design Review Panel (UDRP) process. An informal meeting was held prior to application on July 8<sup>th</sup>, 2022. A formal meeting was held on December 1<sup>st</sup>, 2023. An additional voluntary meeting, at the request of Staff, was held on

February 2nd, 2024, to further refine the building design. A summary of the Panel's recommendations for the formal meetings can be found in Document 6.

The UDRP was successful in aiding in the implementation of the following:

- Providing guidance on appropriate tower heights, orientation, and separations.
- Refining the podium design to contribute to the public realm.
- Improving the relationship between the built form and the park, as well as the design of the POPS throughout the site.
- Enhancing the building design through better choices in materiality.

## **Planning rationale**

### Official Plan

The proposed amendments generally align with the policies of the Official Plan. As an underutilized site on a Corridor within the Downtown Core Transect, this location is ideal for intensification and meets residential growth targets contained within Section 3.2.

The proposed mixed-use development has a 15-minute neighbourhood score of nine out of nine, which indicates a high degree of access to services and amenities. It further supports the evolution of a 15-minute neighbourhood by providing a variety of housing options while complimenting the local amenities through the introduction of commercial spaces on the ground floor and the dedication of a new public park (Sections 2.2.1 and 2.2.4). The commercial spaces provided are designed to be suitable for community uses and small businesses, complete with publicly accessible washrooms next to the proposed park, which enhances the safety and animation of this space. This proposal will foster a vibrant community atmosphere and will support the creation of a complete community as envisioned in the Official Plan (Sections 3.2, 5.1, and 6.2).

Regarding urban design (OP Section 4.6 and the Urban Design Guidelines for High-rise Buildings), the proposal incorporates key elements of a well-defined base, middle, and top. The base adheres to policies recommending a maximum podium height equal to the width of the right-of-way (ROW), intended to provide enclosure without overwhelming the street. Greater heights are permitted if the development includes appropriate setbacks, step backs, and articulation, especially for wider and deeper lots like the subject site. The 22-metre podium heights are greater than the surrounding 18.5-metre ROWs but are

consistent with the existing permitted heights in the Secondary Plan and Zoning By-law. The podium provides a continuous edge along all four frontages, with appropriate breaks in the built form to increase the site's porosity and sun exposure, while creating street-level interest through variations in materiality and volumetric differences in heights, step-backs, and setbacks.

In the middle, the recommended minimum separation of 23 metres between towers minimizes shadow and wind impacts, reduces the loss of sky views, and allows natural light into interior spaces. The proposal includes a 46.1-metre separation between Tower 1 and Tower 2 and a 26.8-metre separation between Towers 2 and 3, exceeding the minimum requirement. The guidelines also limit residential high-rise tower floor plates to a maximum of 750 square metres to ensure sufficient separation, helping the towers integrate with and enhance the local character, mitigate impacts—especially in terms of shadow impacts—on public and private spaces, promote energy efficiency, and respect the development rights of neighbouring properties.

The tops of the towers are designed to create subtle interest that contributes to the overall skyline of the city without distracting from more prominent buildings. The tallest tower will include an enclosed rooftop amenity area with a small outdoor terrace. Interior lighting will highlight the elongated bays of this crowning element, in accordance with the guidelines.

The proposal is consistent with guidelines and policies related to transition, achieving this by maintaining setbacks contained within the existing zoning and incorporating a variety of step backs in the podium. Building heights along Arlington Avenue have been reduced from nine storeys to three to six storeys, introducing breaks in the massing for the publicly accessible areas, and providing park space to offer a better transition to the low-rise areas to the north

A shadow analysis supports the proposal, assessing its compatibility with the surrounding area. The study demonstrates that the slim tower design, ample building separation, and step backs, along with lower building heights abutting Arlington Avenue, will create sweeping shadows that will have minimal impact on the adjacent properties and park space. Additionally, a wind study supports the proposal by demonstrating that these spaces will be comfortable and adequately protected.

#### Central and East Downtown Core Secondary Plan

Although an Official Plan Amendment is required, the proposed development is consistent with the policies of the Central and East Downtown Core Secondary Plan.

The Secondary Plan generally allows greater building heights in the northern and southern character areas (south of Gloucester Street and along Catherine Street), while the central area is designated for low to mid-rise developments to accommodate sensitive infill. Heights of up to 25 storeys are currently permitted along Catherine Street, recognizing both the development potential of larger commercial parcels along this corridor and the function that high-rises serve in buffering the Queensway from the adjacent low-rise neighbourhoods. Therefore, the assessment regarding the amendments should focus on the suitability of the proposed increase in height and density rather than the appropriateness of high-rise development itself

The proposal maintains the intent of Schedule C – Maximum Building Heights by directing the density and height to the southern part of the site while reducing the permissible heights from a maximum of nine storeys to a maximum of six storeys for the northern portion of the property. This strategy of density redistribution improves the relationship with existing low-rise residential buildings along Arlington Avenue.

The proposal aligns with Section 4.4.6 (Policy 19 and 20), requiring future development of the site to include a minimum of 25 per cent privately owned public space, which is provided through the full 10 per cent dedication of a public park, and the inclusion of publicly accessible, at-grade, amenity areas. The site maintains permeability and public access with various entry points from Arlington Avenue, Catherine Street, and Kent Street. The interior features a variety of landscaped areas, each offering a unique experience, such as a central area framed by amenity spaces and low-rise townhouses with patio spaces and treed gardens. Additionally, a woonerf-style lane bisects the development, providing controlled access for loading and waste collection while prioritizing pedestrian experience. This is enhanced through varied surface treatments, trees, commercial entrances, and balconies and terraces, which contribute to the animation and safety of the space. An at-grade pedestrian link through the podium connects the privately owned public spaces to the public park, further enhancing accessibility and integration with the surrounding urban fabric. The park, absent from the original development plan that established the zoning, will be secured through Site Plan approval conditions, along with public access easements for the amenity spaces.

The Urban Design Review Panel (UDRP) has recognized the project's success in supporting high-rise development and creating a positive human-scale condition along

street edges. The UDRP's focus on strengthening human-scale design treatments and public spaces underscores the project's alignment with urban design principles.

Staff are of the opinion that the proposed increases in heights and densities are consistent with Official Plan and Secondary Plan policies

#### Zoning By-law

As detailed in Document 3 and 4, the proposed Zoning By-law Amendment has the effect of rezoning the site to include site specific provisions as well as a new zoning schedule. The following summarizes the site-specific zoning provisions and planning rationale:

- The property is intended to maintain its present GM[1875] S271 with the exception of the parkland which will be rezoned to O1. Site-specific exceptions that do not relate to this development will be removed from Exception 1875 with further relief added, as detailed below.
- The proposed maximum building heights, minimum yard setbacks, and stepbacks are as shown on Schedule 271, and were formed based on a comprehensive assessment of compatibility and appropriate urban design discussed previously. These parameters will facilitate the construction of a building that frames all of the streets that it fronts on, while providing adequate space for sidewalks, tree planting, public realm, and public realm improvements. The variation in the building setbacks, stepbacks and heights further supports the public realm by creating an interesting and pedestrian-friendly urban environment that is consistent with the Secondary Plan (Section 4.4.6).
- The requested parking reduction from 0.5 spaces per mixed-use, dwelling unit in a high-rise building to 0.2 spaces per unit, combined with the proposed increase to the bicycle parking from 0.5 spaces per dwelling unit to 1 space, are appropriate for the site given its location within the Downtown Core and its proximity to amenities, services, places of employment, as well as transportation networks (active and transit). Minimum visitor parking rates and parking rates related to the commercial units will continue to apply, as per the Zoning By-law, to ensure that the visitors to the site will have minimal parking impacts throughout the surrounding neighbourhood. These amendments are supportive of the Secondary Plan (Section 4.4.5) which encourages a modal split that favours active and transit supportive modes and align with Official Plan policies which promote reductions in parking spaces on corridors (OP Section 4.1.4).

- Amendments include relief from Sections 64 and 65 – Permitted Projections Above Height Limits and Permitted Projections into Required Yards, respectively. This provision is being carried forward from the previous zoning exception to ensure that there are no compliance issues related to balconies and mechanical structures that may project above and beyond the heights and setbacks contained within the propped Schedule 271. Additional wording has been added to this exception to permit the proposed enclosed amenity space and associated washrooms on the rooftop of the 36-storey tower, shown as Area I in Document 4, to be considered a permitted projection. This has been thoroughly assessed through a comprehensive design review and will result in a functional and attractive development (OP Section 4.6).
- A minimum bicycle parking at 1 space per dwelling unit encourages sustainable transportation options, aligning with city policies promoting active transit (OP Section 4.1 and Secondary Plan Section 4.4.5)
- Relief from Table 55 (8) for the townhouse building, shown as Area D in Document 4, which requires terraces to be set back from the building edge. The intention of this zoning requirement is to limit the impact that amenity spaces have on adjacent properties in terms of overlook and noise. The two-storey terrace is located interior to the site and will not have an impact on existing residential properties. Furthermore, these lower terraces will contribute to the increase the safety and animation of the interior spaces
- Require the ground floor area facing a public street to contain an active entrance for each unit. This design principle fosters street-level activity and engagement, enhancing the pedestrian experience (OP Section 4.6 and Secondary Plan Section 3.1).
- Ensure non-residential ground floor units have at least 50 per cent of their façade comprised of windows and an active entrance. This transparency and accessibility contribute to a vibrant street presence and commercial viability (OP Section 4.6 and Secondary Plan Section 3.1).

A Site Plan Control application for this proposal is currently being reviewed by Staff and will be consistent with the commitments mentioned above.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **CONSULTATION**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from 40 individuals, 12 of which were in full support of the proposal. Of those in opposition, concerns were raised related to built form, height, shadowing, parking, traffic, and greenspace.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Ariel Troster provided the following comments:

I want to commend the applicant for their rigorous and thoughtful consultation, and I believe that this level of community consultation has strongly improved the project – especially with regard to the public realm and podium, which I look forward to discussing further should this application be approved. While I seldom object to applications only on the basis of height, I continue to find the height of this project challenging. This level of height is unique to this part of the neighbourhood, and this level of density should be accompanied by a significant affordable housing component.

### **LEGAL IMPLICATIONS**

With the passage of Bill 185, as amended, an official plan amendment and/or a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment(s). If Council determines to refuse the amendments, reasons must be provided. It is anticipated that a hearing of up to five days would result. It would be necessary for an external planner to be retained and possibly also an external architect or professional with expertise in urban design.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications.



## **ASSET MANAGEMENT IMPLICATIONS**

Servicing capacity requirements to be finalized at time of Site Plan. However, the existing services were demonstrated to be adequate to serve the development and staff have no concerns.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

## **ACCESSIBILITY IMPACTS**

The development will be required to meet the accessibility criteria as detailed within the Ontario Building Code. The Accessibility for Ontarians with Disabilities Act requirements for site design also apply and will be implemented through the subsequent Site Plan Control application and Building Permit processes.

## **ENVIRONMENTAL IMPLICATIONS**

An Environmental Site Assessment was provided in support of this application, and no impacts are anticipated from the development of this site. A record of site condition will be required for the introduction of the more sensitive land uses, being residential and park.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is green and resilient
- A city with a diversified and prosperous economy

## **APPLICATION PROCESS TIMELINE STATUS**

These applications (Development Application Numbers: D02-02-23-0042 and D01-01-23-0008) were not processed by the "On Time Decision Date" established for the processing of Official Plan amendments and Zoning By-law amendments due to the complexity of

the proposed policy and zoning amendments and several revisions made throughout the review process based on consultations lead by the Applicant Team.

## **SUPPORTING DOCUMENTATION**

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Zoning

Document 4 – Zoning Schedule

Document 5 – Consultation Details

Document 6 – Urban Design Review Panel Recommendations

Document 7 – Renderings

Document 8 – Site Plan Excerpt

## **DISPOSITION**

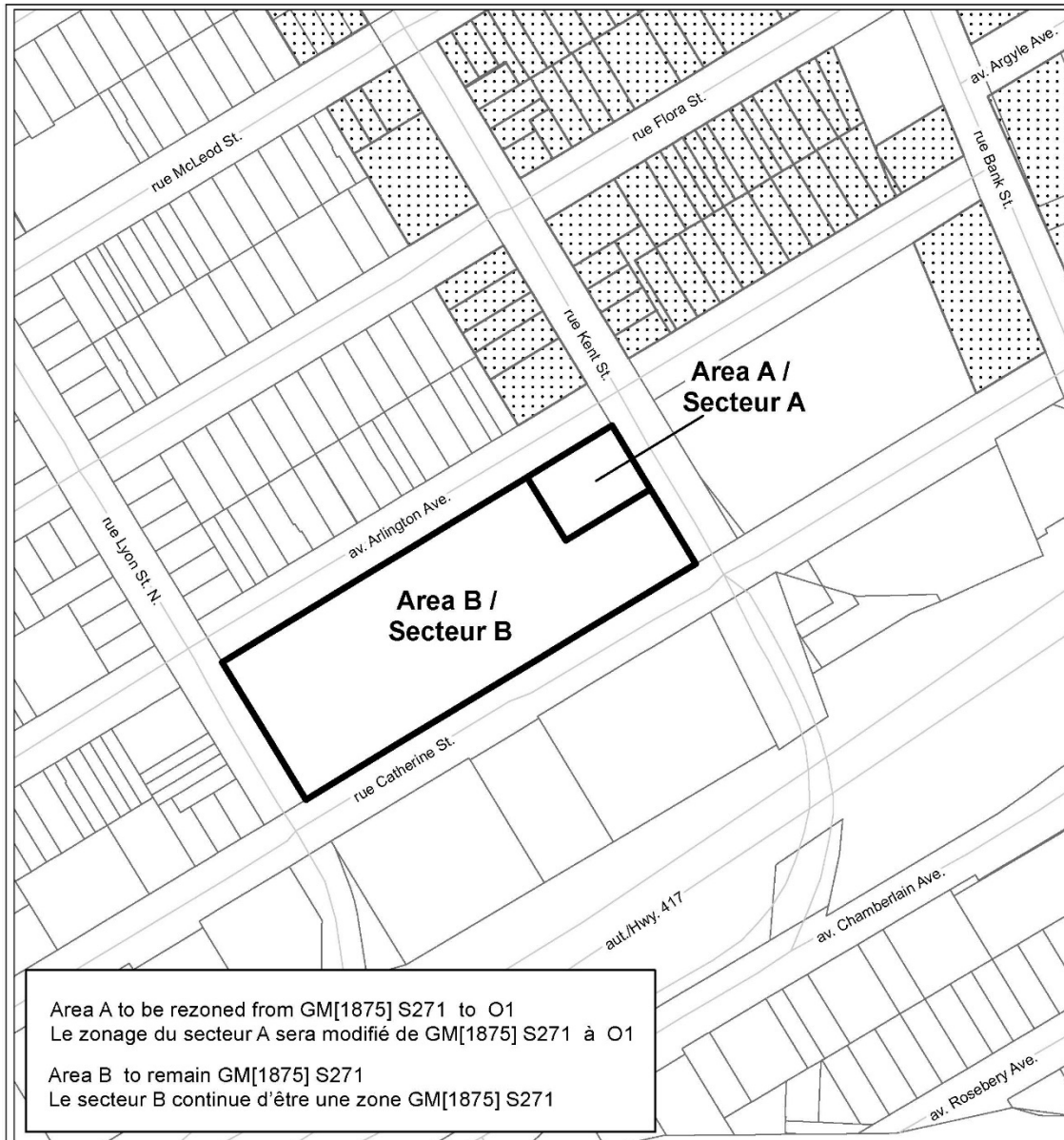
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.





Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



Area A to be rezoned from GM[1875] S271 to O1  
 Le zonage du secteur A sera modifié de GM[1875] S271 à O1

Area B to remain GM[1875] S271  
 Le secteur B continue d'être une zone GM[1875] S271

		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-23-0042	24-0524-X	 <b>265 rue Catherine Street</b>	
I:\CO\2024\Zoning\Catherine_265		 Heritage (Section 60) Patrimoine (Article 60)	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2024 / 05 / 15			

**Document 2 – Details of Recommended Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**

**INDEX**

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**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

**PART A – THE PREAMBLE**

PURPOSE

LOCATION

BASIS

RATIONALE

**PART B – THE AMENDMENT**

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

**PART C – THE APPENDIX**

SCHEDULE A

SCHEDULE B

SCHEDULE C

## **PART A – THE PREAMBLE**

### 1. Purpose

The purpose of this amendment is to amend the Central and East Downtown Core Secondary Plan within Volume 2A of the Official Plan with site-specific policies for 265 Catherine Street. The proposed amendments would permit a mixed-use development, including: three, high-rise buildings with heights of up to 32, 34, and 36 storeys; a six-storey podium; a public park; and a minimum of 15 per cent of the site to be dedicated as privately owned public spaces (POPS). The summary of proposed amendments are as follows:

- (a) Amending Section 4.4.6 – Public Realm, Policy 20, which requires any future development plans at 265 Catherine Street to include a minimum of 25 per cent of its lot area as a POPS, and revising this to acknowledge the dedication of parkland by requiring a minimum of 15 per cent of the lot area as a POPS and for 10 per cent of the total lot area to be dedicated as a public park.
- (b) Adding site-specific wording within Section 4.4.9 – Land Use and Site Development to allow for three, high-rise buildings of up to 32, 34 and 36 storeys, respectively at 265 Catherine Street, tied to the recommended zoning.
- (c) Schedule B – Designation Plan is to be amended to redesignate the northeast corner from ‘Corridor’ to ‘Park’.
- (d) Amending Schedule C – Maximum Building Heights for the northern portion of the 265 Catherine Street to lower the maximum permitted height from ‘nine-storeys’ to ‘six-storeys’, and the northeast portion of the site to change the maximum permitted height from ‘nine-storeys’ to an unspecified height (indicated as white area within the schedule) for a public park.
- (e) Amending Schedule E – Greening Centretown to add a new park to ‘New Parks and Open Spaces’, to be titled as “13. Arlington and Kent Park” and adding the park symbol and number to the southwest corner of Kent and Arlington Avenue.

## 2. Location

The proposed Official Plan Amendment includes changes only applicable to the 265 Catherine Street. The subject lands are bounded by Arlington Avenue (north), Kent Street (east), Catherine Street (south), and Lyon Street (west).

## 3. Basis

The amendment to the Official Plan was requested by the Applicant in order to facilitate the redevelopment of the subject property for a mixed-use development consisting of three, high-rise buildings with heights of up to 32, 34, and 36 storeys, a six-storey podium, a three-storey townhouse, at-grade privately owned public spaces, and a public park.

## 4. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good planning through appropriate intensification within a target area for growth. The increased heights will achieve the Secondary Plan's objective of built form that provides a buffer between the Queensway and the established neighbourhoods to the north. The provision of amenities and housing options will contribute to and support 15-minute neighbourhoods and are consistent with Minor Corridor policies contained within the Official Plan. Furthermore, the inclusion of a public park and privately owned public spaces will define this site as a focal point within the local community.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details

The following changes are hereby made to the Official Plan, Volume 2, Central and East Downtown Core Secondary Plan is hereby amended as follows:

- a) Section 4.4.6 – Public Realm, Policy 20 is amended by replacing the wording with the following:

“Any future development of 265 Catherine Street will include a minimum of fifteen percent of the lot area as a POPS and ten percent of the lot area is to be dedicated as a public park. Approval of a site plan for such development will be required and the community will be consulted by the City during this process.”

- b) Section 4.4.9 – Land Use and Site Development is amended by adding a new policy as follows:

“In the case of the property municipally addressed as 265 Catherine Street, any high-rise development on the site is only permitted the maximum buildings heights of 32-, 34-, and 36-storeys, respectfully, in accordance with the zoning provision of the GM [1875] S271 zone, By-law No. 2024-XXX”.

- c) Schedule B – Designation Plan is amended to redesignate the northeast corner from ‘Corridor’ to ‘Park’, as shown in Schedule A.
- d) Schedule C – Maximum Building Heights is amended to redesignate the northern portion of 265 Catherine Street from ‘9 storeys’ to ‘6 storeys’, and the northeast corner from ‘9 storeys’ to an unspecified height, as shown in Schedule B.
- e) Schedule E – Greening Centretown is amended to add a new park to ‘New Parks and Open Spaces’, “13. Arlington and Kent Park” to the southwest corner of Kent and Arlington Avenue, as shown in Schedule C.

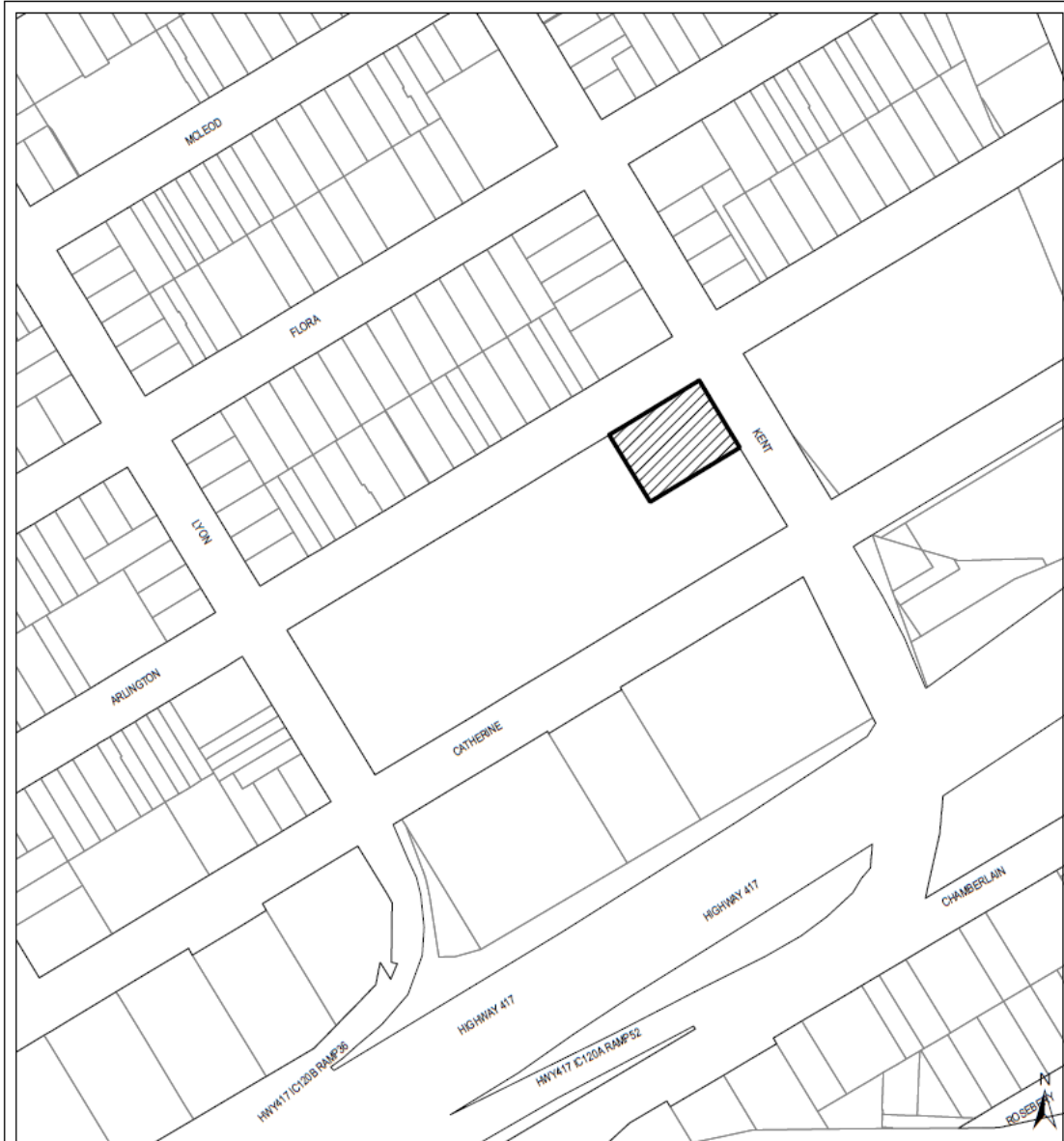


3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

**SCHEDULE A**

Attachment 1



Prepared by: Planning, Infrastructure and Economic Development Department,  
 Bureau de la planification, de Géographie Analytique, Technologie et Solutions



Préparé par: Infrastructure et de développement économique,  
 Analyse géographique, technologie et solutions

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**SCHEDULE A to  
 AMENDMENT NO.**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Volume 2A  
 Central and East Downtown Core Secondary Plan  
 Schedule B - Designation Plan

**ANNEXE A de  
 L' AMENDEMENT No.**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du volume 2A  
 Plan secondaire de Centre-ville et centre-est  
 Annex B - Plan de désignation



LANDS TO BE REDESIGNATED FROM "CORRIDOR" TO "PARK"  
 TERRAINS À REDÉSIGNER À « COULOIR » À « PARC »

**SCHEDULE B**



Prepared by: Planning, Infrastructure and Economic Development Department,  
 Service de la planification, de l'analyse spatiale, de la technologie et de l'économie



Préparé par l'Infrastructure et de développement économique,  
 Analyse spatiale, technologie et économie

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**SCHEDULE B to  
 AMENDMENT NO.**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Volume 2A  
 Central and East Downtown Core Secondary Plan  
 Schedule C - Building Heights

**ANNEXE B de  
 L' AMENDEMENT No.**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du volume 2A  
 Plan secondaire de Centre-ville et centre-est  
 Annex C - Hauteurs maximales des immeubles



LANDS REDESIGNATED FROM "9 STOREYS" TO "6 STOREYS"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « 9 ÉTAGES » À « 6 ÉTAGES »



LANDS REDESIGNATED FROM "9 STOREYS" TO "HEIGHT UNSPECIFIED"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « 9 ÉTAGES » À  
 « HAUTEUR NON SPÉCIFIÉE »

**SCHEDULE C**



Prepared by: Planning, Infrastructure and Economic Development Department,  
 Service de la planification, de l'analyse spatiale, de la technologie et des solutions



Préparé par: Infrastructure et développement économique,  
 Analyse spatiale, technologie et solutions

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**SCHEDULE C to  
 AMENDMENT NO.**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Volume 2A  
 Central and East Downtown Core Secondary Plan  
 Schedule E - Greening Centretown

**ANNEXE C de  
 L' AMENDEMENT No.**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du volume 2A  
 Plan secondaire de Centre-ville et centre-est  
 Annex E - Écologiser le centre-ville



ADDITION OF A NEW PARK TO THE "NEW PARKS & OPEN SPACES" DESIGNATION TO BE  
 NAMED ARLINGTON & KENT PARK  
 AJOUT D'UN NOUVEAU PARC À LA DÉSIGNATION « NOUVEAUX PARCS ET ESPACES OUVERTS »  
 POUR ÊTRE NOMMÉ PARC DE ARLINGTON ET KENT

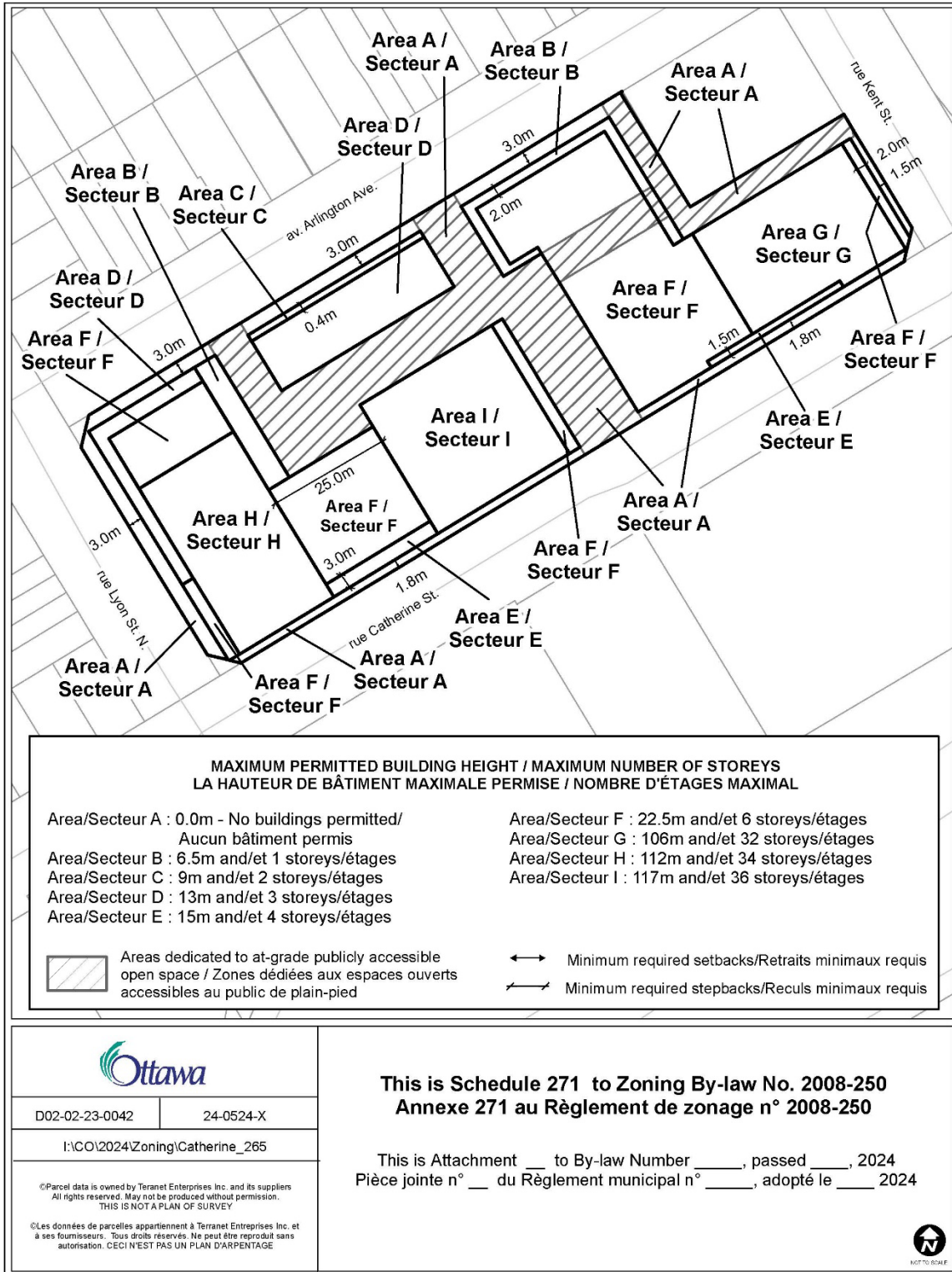
### Document 3 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 265 Catherine Street are as follows:

- Rezone the land as shown in Document 1.
- Replace Schedule '271' to Part 17 – Schedules with the amended Schedule 271 as shown in Document 4.
- Amend exception '1875' to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - In Column III, Additional Land Uses Permitted, remove 'bus station' as a permitted use.
  - In Column V, Provisions, delete the text and replace it with the following text:
    - i. Maximum building height and minimum yard setbacks and step backs are as shown on Schedule 271.
    - ii. Permitted projections listed in Section 64 and 65 are not subject to the height limits identified on Schedule 271, and Area I permits a projection above the height limit that may include indoor amenity spaces with associated washroom facilities to a maximum height of 7.5 metres, and a maximum gross floor area of 320 square metres.
    - iii. Minimum bicycle parking: 1 space per dwelling unit;
    - iv. For dwelling units in a mixed-use building, the minimum vehicular parking rate is 0.2 spaces per dwelling unit.

- v. Table 55 (8) does not apply to Area D on Schedule 271.
- vi. For all uses, the ground floor area of the wall facing a public street must contain an active entrance to each unit and in the case of a corner lot, the active entrance may be at an angle at the corner of the building facing a street intersection.
- vii. For each non-residential unit on the ground floor, the ground floor area of the wall facing a public street must have at least 50 per cent of its façade comprised of windows and its active entrance, and, in the case of a corner lot, the active entrance may be at an angle at the corner of the building facing a street intersection.

Document 4 – Zoning Schedule



D02-02-23-0042

24-0524-X

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**This is Schedule 271 to Zoning By-law No. 2008-250  
Annexe 271 au Règlement de zonage n° 2008-250**

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2024  
Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2024



NOT TO SCALE



## Document 5 – Consultation Details

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Council-approved Public Consultation Policy approved by City Council for Official Plan amendments. Five open house meetings (described as visioning workshops) were held by the Applicant Team virtually and included the general public, Ward Councilor, and the Centretown Community Association. They were held during the following dates:

- Visioning Workshop One with Ward Councillor, Centretown Community Association representative and neighbours: August 30, 2021
- Visioning Workshop Two: September 13, 2021
- Visioning Workshop Three: October 7, 2021
- Visioning Workshop Four: June 30, 2022
- Public Open House: October 11, 2023.

Staff received approximately 40 public comments during the comment period, with a total of 15 residents voicing support for the proposed application. Below is a summary of the comments along with a staff response.

### Comments of Support:

- I support the high-density housing proposed for this location, and support making any changes/amendments to the city plan needed to achieve this.
- After reviewing the documents, I support this project. The housing crisis is ongoing, and as someone who would enjoy cheaper rent or lower housing costs, Ottawa's number of housing starts does not fill me with optimism. One way to make costs cheaper and hopefully lead to more starts is to make efficient use of land. This project and its density does that. These look like relatively large units, I appreciate the mix of one, two and three bedroom units, and it seems a large amount of amenities will be within walking distance.
- I see the number of winners as a result of this approval as being very large, and it would be a place I'd welcome in my own neighbourhood or would enjoy living in



myself. I hope the city will move expediently to approve the requisite changes to advance this project.

- This proposal is a highly unique opportunity to transform a vacant block with housing of various types and commercial space.
- I am in support of this proposal, including the request for increased building heights, and look forward to seeing it come to fruition and new residents accommodated in Centretown in the years ahead.
- I would like to express my wholehearted support for this proposal. It checks many of the boxes required for intensification.
- I am highly satisfied that this project, with large units, good location, and a non-car oriented parking plan, is a good addition to the city. It seems like better space use than the current use.
- I support this development. The trees/parkland open to the public will be nice for the area. The tower heights are suitable for being so close to a major highway - in fact they will probably help block noise, and provide much needed housing and housing density.
- I am in support of this proposed development, as it addresses the housing shortage. Would be great to see this get approved quickly so that new housing can start being built.
- It's a great use of land and should help get more residents into the area who will be able to support those local gems.
- This city needs housing and the 1032 new units will go a long way to filling the demand in the city's core, along with bringing much needed customers for the local businesses.
- I'm glad to see a design that provides plenty of housing in this area. This is an excellent proposal that significantly raises the bar for development in Ottawa.
- Fantastic proposal. Possibly the best I've seen from an urban perspective. I think this looks amazing and strongly support its approval. My only comment would be the inclusion of more large trees and shade.

- I would like to express my support for this project, and to encourage the City to push for greater building height/density, especially on parcels such as this one.
- I would like to voice my unqualified support for this development. It is innovative, maximizes land use, is close to transit, amenities, and the central commercial and business district.

Staff Response:

For the reasons outlined in the report above, staff are recommending approval of the Official Plan and Zoning By-law amendments.

Comments of Concern:

**1. Building Height and Shadows**

- The excessive height of the proposed buildings (40 and 36 storeys) is seen as an aesthetic eyesore and will cast significant shadows.
- Reduction of natural light for surrounding properties, particularly in winter months.
- The building height in front of Lyon Street North would cast a significant shadow, resulting in a considerable reduction of natural light in our living space, which is especially important for us during the winter time.
- Two blocks to the north will be deprived of sunlight between 10 am and 3 pm in March and September. Reduced height would alleviate that significantly.
- Concerns about buildings exceeding existing zoning guidelines and setting a precedent for future developments.
- Suggestion to reduce building height to alleviate shadowing effects on neighboring properties.

Staff Response:

The proposed building heights have been adjusted to 32, 34, and 36-storeys in response to the concerns. While taller than the current zoning allows, the heights are mitigated through thoughtful design elements such as slimmer towers, significant building separations, and step-backs. A comprehensive shadow analysis demonstrates that shadows cast by the towers will be sweeping, minimizing prolonged shadowing on adjacent properties and public spaces. This design approach ensures that while

accommodating higher densities, the impact on sunlight access is minimized. Additionally, the reduction of building heights along Arlington Avenue to three to six storeys helps transition the development to the lower-rise residential areas, further mitigating shadow impacts.

## 2. Housing Affordability and Types

- Need for affordable housing provisions, either through rent or sale, and collaboration with non-profit housing agencies.
- Request for more family sized three-bedroom apartments to accommodate families (current proposal of 4 per cent is deemed insufficient).
- My only uninformed nitpick is that it might be nice to have more three-bedroom apartments. I'm not sure what the big picture of housing for families looks like but it would be unfortunate if we forgot to build housing for families.

### Staff Response:

The proposal includes a commitment to provide approximately 10 per cent of the units as affordable housing, addressing the need for more accessible housing options within the downtown core. While the initial proposal includes 4 per cent three-bedroom units, the developer has indicated a willingness to adjust the unit mix to better accommodate families. This will be further refined through ongoing discussions and conditions set during the Site Plan approval process.

## 3. Greenspace and Trees

- Insufficient provision of park space and green areas for the number of new residents.
- The Parks and Recreation Facilities Master Plan (approved by Council in October 2021) calls for two hectares over 1000 residents of park space. Assuming an average occupancy of one and a half persons per unit, the 1,542 new residents should expect three Modification du Plan officiel et modification du Règlement de zonage – 265, rue Catherine three hectares or 30,000 square metres. What is proposed amounts to 3.3 per cent of what should be. Even if one would count all 25 per cent of publicly accessible open space claimed, that would still only amount to 2,500 square metres or 8.3 per cent of what should be expected.

- Concerns over the loss of trees (26 trees to be cut down, only five to remain) and the need for more conservation efforts.
- It is unacceptable to reduce landscaping when the city wants to create more green space.

Staff Response:

The development will provide a new an approximately 1,000 square metre public park, fulfilling the maximum 10 per cent parkland dedication requirement contained within the Parkland By-law No. 2022-280. This new green space, along with the 25 per cent privately owned public spaces (POPS), will enhance the local environment and offer recreational areas for residents. Furthermore, the development includes a comprehensive landscaping plan that compensates for tree loss by increasing the number of trees and green spaces within the site, promoting urban biodiversity and ecological balance.

#### **4. Sustainability and Energy Efficiency**

- Lack of information in the Design Brief regarding energy efficiency measures.
- Expectations for buildings of this size to demonstrate leadership in energy efficiency and potentially be designed to be net-zero.
- What impact does the sun's glare off the windows have? Has a sun study be conducted.

Staff Response:

The developer has committed to integrating sustainable building practices and energy-efficient technologies within the development. Measures include high-performance building envelopes, energy-efficient HVAC systems, and the use of renewable energy sources where feasible. These commitments align with the City's goals for reducing greenhouse gas emissions and promoting sustainable urban development. A sun study examining the reflection of sunlight is not required for this development application.

#### **5. Increased Density**

- Overwhelming increase in density in a small area, affecting the livability of the neighbourhood.

- The project seeks to add potentially over 2000 new members to our small community.
- Risk making the area unlivable due to such massive increase in density
- Concerns about impacts on-street parking, green space, and daylight received by existing units.

Staff Response:

The proposed increase in density is consistent with the City's Official Plan and Secondary Plan, which encourage intensification within the downtown core to maximize the use of existing infrastructure and services. This development supports a vibrant, transit-oriented community, reducing reliance on personal vehicles and fostering a walkable urban environment. The mix of residential, commercial, and public spaces within the development is designed to enhance the overall livability and functionality of the neighbourhood.

## **6. Parking and Travel Modes**

- Insufficient car parking spaces for the real-life needs of tenants (request for at least 700 parking places).
- Influx of new residents and parking will increase in traffic.
- Concerns about the balance between bike and vehicle parking are less than one per unit.
- Acknowledgment of the need for more available parking, despite efforts to promote biking and jogging.
- Current residents and their guests can already find restricted parking in the vicinity, and the developer isn't providing enough parking for the amount of foreseeable increased demand.

Staff Response:

The reduction in parking is balanced by providing 1,164 bicycle parking spaces and promoting sustainable transportation options. The site's proximity to major transit routes and the future transit priority lane on Catherine Street supports a reduced reliance on personal vehicles. The developer's Transportation Demand Management strategy

includes car-share programs and enhanced pedestrian and cycling infrastructure to further mitigate parking concerns.

## **7. Construction and Demolition**

- Worries about and potential damage (e.g., cracked foundations) from construction. Some buildings are built in the early 90s and may be prone to permanent damage.
- Concerned about the noise and disruption onto resident's daily lives.
- Concerns about the impact of construction on the neighbourhood's character, given most buildings are only two to three storeys high.
- We hope that the construction will be conducted within reasonable hours.

### Staff Response:

The developer is required to adhere to stringent construction management plans that mitigate noise, dust, and other disruptions. Construction activities will be restricted to reasonable hours, and measures will be taken to protect adjacent properties from damage. Site Plan conditions ensure that excavation and blasting activities are compliant with provincial policies, including pre- and post-blasting monitoring. .

## **8. Neighbourhood Character and Building Design**

- Lack of respect for current community members and the family-friendly atmosphere. Which will deteriorate the close-knit community.
- Proposed towers are dramatically outside the norm for the neighbourhood and will result in a significant shift in character.
- Allowing an increase in height from the existing 25 storeys to 50 storeys is totally unreasonable. The result would look like a monstrosity tower over the adjacent neighbourhood and completely out of character.
- Concerns about promotional materials not accurately reflecting the post-construction site.
- The current low-density character of housing supports the neighbourhood's quality of life, which includes walkability and a sense of community.

- The tight-knit neighbourhood of homeowners who put a lot of effort into keeping up their houses and gardens to make it a friendly location for young families will be negatively impacted by this project.
- Residents would prefer a more subdued building design (adhering to current zoning 25 storeys) for the site that better fits the nature of the Centertown neighbourhood.

Staff Response:

The design of the proposed development has been thoroughly vetted by the Urban Design Review Panel and through community consultation. It incorporates architectural elements that respect and enhance the existing character of the neighbourhood. The use of materials such as "Rideau Red" brick and the inclusion of step backs and varied building heights ensure the new buildings integrate well with the surrounding urban fabric. The introduction of public and community spaces within the development fosters a sense of community and belonging.

## **9. Heritage Character**

- Desire to maintain the historical and cultural character of the neighbourhood amidst new developments.
- Ask the developer to respect the historical/current atmosphere of the neighbourhood.
- Do not destroy the skyline and flow of Centertown.
- There is absolutely no demand for this sort of development downtown. There is a plethora of other high-rise proposals. What Brigil wants to build is excessive.
- Request to adhere to the current maximum building heights set out in the Central and East Downtown Core Secondary Plan.

Staff Response:

The development is supported by a design brief that examines the historical and cultural character of the Centertown neighbourhood. The design incorporates elements that complement the existing architectural style. The project includes public spaces and amenities that celebrate the local heritage and contribute to the cultural vibrancy of the area.

## 10. Infrastructure

- Concerns about the capacity of main sewage lines and stormwater systems to accommodate more residents and commercial businesses.

### Staff Response:

A comprehensive infrastructure assessment has been conducted, confirming that the existing sewage and stormwater systems can accommodate the proposed development. Any necessary upgrades will be undertaken to ensure the infrastructure meets the increased demand, maintaining service levels for both new and existing residents and will be further examined through Site Plan review.

### Centretown Community Organization Comments and Responses

#### 1. Letter dated July 20, 2023 (Mary Huang)

We urge City Council to reject the application for the proposed redevelopment of the former bus depot block at 265 Catherine.

The CCA is opposed to the significant height increase of two out of three proposed residential towers from 25 to 36 and 40 storeys.

We understand more dwelling units are desperately needed across the City and in the downtown core, and do not oppose reasonable changes in what currently is a vibrant and livable community. However, densification should not come at the expense of the wellbeing of residents. The proposed towers of the 265 Catherine block will dwarf the surrounding neighbourhood. We call on the developers to respect requirements set out by the Zoning and the Secondary Plan, and encourage them to heed the UDRP's warning of a "stark contrast of high-rise buildings in a predominantly low-rise neighbourhood."

In this application, the Modernist "tower in the park" morphology has been exaggerated into "multiple towers over a parkette." With minimal breathing room in and around the massive block the proposal feels insular. It would cast long shadows over the surrounding neighbourhood, and over the proposed "open space" between the built masses. As it stands, it is not designed for integration with the wider community.

We would like the developer to consider the local context: the block they are proposing to transform is close to schools, walking distance to public transit, and home to diverse households, including seniors and families. To meet community needs a variety of unit types ought to be provided beyond minimum requirements, including accessible units,



accommodations for aging in place, family-sized units of three bedrooms, and affordable housing. We encourage the developer to collaborate with non-profit housing providers and local organizations to offer the latter.

Intensification should be paired with appropriate soft and hard infrastructure and community services, with safety and well-being in mind.

The extreme density will bring an influx of traffic to the area, even with the reduced parking provisions in the proposal. We question whether the neighbourhood's existing arteries can accommodate increased vehicular traffic safely, and are concerned with increased congestion, pollution, and noise. While we appreciate the lower number of proposed parking, we seek assurance that car-sharing options will be explored, that visitor parking will be appropriate to accommodate care workers, and that there will be planning for charging stations to accommodate EVs. As supporters of active modes of transportation we urge the developer to offer a ratio of bicycle storage to least 1:1 per unit.

Notably, the proposed development, with very high densities, is devoid of commitments to sustainability and energy efficiency. Beyond minimizing the wall-to-window ratio of the tower facades, there is no mention of environmentally sustainable design and building systems. A building of this scale ought to consider green systems and net zero. We expect major buildings of this size to show leadership and take responsibility for minimizing the carbon footprint they will produce.

Thank you for considering our submission.

Sincerely,

Mary Huang  
President,  
Centretown Community Association  
c.c. Ariel Troster, Councillor

Joel Harden, MPP

Yasir Naqvi, MP

Gilles Desjardins, President, Brigil

2. Letter dated October 17, 2023 (Mary Huang)

Developer Brigil recently presented to the CCA the current iteration of its proposal for 265 Catherine Street.

While there are improvements to the design, the tallest towers, reaching to 36 and 40 storeys, are far too high. As the UDRP said, these towers are a “stark contrast of high-rise buildings in a predominantly low-rise neighbourhood.” The developer should respect requirements set out by the zoning and the secondary plan.

As well, we question whether the traffic study understates the traffic impacts of such a massive development. Centretown is seeing a plethora of huge new towers being built or proposed, and they inevitably will generate traffic congestion on arterial roads adjoining this site — Catherine, Kent and Lyon.

We also wonder whether balconies on the Queensway face of the buildings make sense. Given the constant traffic noise arising from the Queensway, will anyone want to be out on those balconies?

We appreciate some of the changes the developer is proposing. The podium now has strong vertical massings that reflect the tall red-brick houses and shops dating from the Victorian and Edwardian eras, a hallmark of this heritage community.

We appreciate the commitment to grow big trees on the site wherever possible. Brigil may wish to consult the CCA’s NeighbourWoods Group, for advice on species that will add to the diversity of the urban canopy.

The developer speaks of pursuing sustainability and energy-efficiency beyond the minimums required in the building code. A development of this magnitude and enduring impact should be designed to incorporate the latest technologies for climate adaptation and mitigation. As well, the developer speaks of including affordable and accessible housing units beyond the minimum requirements. We applaud Brigil’s interest in addressing Ottawa’s declared housing and environmental emergencies.

The design provides a low ratio of car parking spaces and a good ratio of bike parking spaces (1.0 per unit). This is excellent.

Brigil’s proposal, as it has evolved, offers much of interest. However, the highest towers still are far too high.

Thank you for considering our submission.

Sincerely,

Mary Huang  
President,  
Centretown Community Association  
c.c. Gilles Desjardins, President, Brigil

Ariel Troster, Councillor

Joel Harden, MPP

Yasir Naqvi, MP

Staff Response:

The proposed redevelopment of 265 Catherine Street has been reviewed and modified to address community concerns and align with city policies. The building heights proposed in the original design have been adjusted to maintain the density being sought. The heights have changed from 26, 40, and 36-storeys, to the proposed 32, 36, 34- storeys, listed from Towers 1-3 respectively. The proposed heights are balanced by design elements such as slimmer towers, significant separations, and step-backs to minimize shadow impacts, with reduced heights (from as-of-right) along Arlington Avenue for better transition. The development includes various unit types, including family-sized and affordable units, and emphasizes sustainable transportation with ample bicycle parking, car-sharing options, and EV charging stations. Sustainability features include energy-efficient systems and renewable energy sources. The design respects the neighbourhood's character with appropriate materials and building forms, while integrating public and community spaces. The inclusion of a new public park and extensive landscaping enhances local amenities and urban greenery. Staff will continue working with the Centretown Community Association to ensure the project meets community needs.

## Document 6 – Urban Design Review Panel Recommendations

### [265 Catherine Street | Formal Review | Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Application | Brigil, BDP Quadrangle, GBA Group](#)

#### Key Recommendations

- The Panel appreciates the thorough submission materials, especially the information on the transformation of the project through consultation with stakeholders.
- The Panel supports the proposal's ambitious program and most of the project design.
  - The Panel appreciates the proposal as a significant piece of city building in this evolving neighbourhood.
  - The Panel supports many aspects of the proposal; the public spaces, inclusion of arts and markets, and active frontages are most appreciated by the Panel.
- The Panel generally supports the treatment of the streetscape and built form along Arlington Avenue.
  - The Panel recommends further studying ways to reduce the effect of the podiums on the townhouses and park space, and allowing for more light in those spaces.
- The Panel highly recommends a stronger tower-podium relationship is needed along Catherine Street.
  - The Panel recommends more articulation of the sections between the towers with some variation in the heights needed.
- The Panel recommends pairing the two taller western towers with similar design and architectural expressions, while retaining a separate design for the smaller eastern tower.
- The Panel strongly supports the use of "Rideau Red" brick, particularly along Arlington Avenue.

- The Panel recommends refining the material palette of the podium façades along Catherine Street to read more as a rich streetscape and less as a pastiche of façades.
- The Panel recommends further collaborating with the City on the shared condition of the park space, particularly with regard to the timing of the programming and executing it successfully.
- The Panel strongly recommends further developing the sustainability strategy of the proposal, particularly with regard to resiliency in adverse weather events and on-site energy generation.
  - The Panel strongly recommends adding a sustainability lens to the proposal for the next stage of the development review process will be important.

### **Site Design and Public Realm**

- The Panel strongly supports the ambitious program for the site. It has the potential to become an exemplary development in Centretown if well executed.
- The Panel stresses the prominence and importance of the views to and from the site.
- The Panel has some concerns with the proposed development as it relates to the surrounding context and offers the following:
  - The Panel recommends further developing and refining the ground plane and the connections to the surrounding streets.
  - Consider the following: What is the ground plane relationship with the surrounding area? What are the desire lines for pedestrians to walk through the site? Where might pedestrians be coming from and going to? How does this site draw in or facilitate pedestrian movement/connectivity?
- The Panel recommends further refining the public realm landscaping and street-tree planting to ensure a viable and robust landscaping plan throughout the block.

- Consider more of a rhythm that paces you down the street rather than clumps of trees and plantings where viable.
- Consider a stronger green edge along Catherine Street, and capitalize on more of a rhythm to the green edge characteristic along that streetscape.
- The Panel appreciates the initiative to include public art within the site, noting the site should be considered as a whole (including the public park) in order for the ground plane design to mesh seamlessly as an entire block.
  - Consider the potential of the public art initiative as one of many layers that helps tie the whole block together.
  - Collaborate with Ottawa Parks Planners to achieve a seamless integration of the park with the site's ground plane design/function.

### **Sustainability**

- The Panel recommends further developing the sustainability plan for the site, with a particular focus on the resiliency of the site and the potential for energy generation on site.
  - Consider the huge opportunity for sustainable strategies with a full block site.
  - Consider the potential for blue-green roofs given the large expanse of roof space.
  - Consider heat exchange systems, ground source energy, combined with the use of the roof spaces. Could be game-changing and more sustainable and resilient in the short and long-term.
- The Panel strongly recommends exploring low impact development principles as part of the proposal's sustainability strategy, particularly with regard to providing a robust tree canopy and softscaped planting beds as a mitigation to heat island effect and stormwater management.

### **Built Form and Architecture**

- The Panel appreciates the inclusion of the Parliamentary viewshed studies.

- The Panel appreciates the disposition of the buildings on the site, and the articulation and exterior expression of the buildings.
- The Panel suggests the expression of the centre tower is particularly elegant and strong.
- The Panel recommends applying the same treatment/expression of the centre tower to the second tower next to it on the Lyon Street corner, while maintaining the third tower by the park/Kent Street as its own unique expression.
  - The Panel recommends investigating a development in Toronto at Bathurst and St-Clair for by the same architects which parallels particularly well with regard to developing a multiple tower block with generous public amenity space and programmable opportunities.
- The Panel appreciates the articulation of the façades, however, consider giving each of the 3 towers their own podium bases which are uniquely articulated.
  - Consider that each street edge treatment has a slightly different context, and the podium heights should reflect those nuances.
- The Panel recommends lowering the podium portions between the towers by one-storey to help with the articulation of the podium and realize the intended effect, while still providing large surfaces for outdoor amenities.
- The Panel appreciates the townhouse scale along Arlington Avenue and the relationship they have to the existing streetscape.
- The Panel appreciates the Arlington Avenue view and how the Arlington Avenue edge of the site has been successfully integrated with the streetscape and neighbourhood.
- The Panel appreciates the use of the “Rideau Red” brick in the podium level to help relate the development to the heritage brick buildings of Centretown.
  - The Panel appreciates how the “Rideau Red” brick helps to anchor and define the podium while simultaneously quieting the expression by relating well with the surrounding red brick context.
- The Panel has concerns with the expression of the podium along Catherine Street appearing a bit too much like a pastiche.

- The Panel appreciates that finding the right balance between unity and differentiation in the podium expression along Catherine Street is challenging.
- The Panel recommends a bit less differentiation in materiality and tone along Catherine Street to help unify the podium expression, deploying an architectural expression and articulation of the individual segments that creates a unique yet unified rhythm along the streetscape.
- The Panel suggests some refining of the podium along the Catherine Street façade is needed. Consider a series of architectural details and complementary materials. Often, main street City blocks have similar materials with different architectural details.
- The Panel recommends modifying the massing of the 'white building' along Arlington Avenue and adjacent to the park in order to allow for a more sunlight to come through to the park space.
  - Consider a step-back at the upper level(s) or reducing the height of the podium in that area by one-storey. As currently proposed, this portion of the podium will cast shade on the park, particularly in the mid- and late-afternoon.
  - Consider varying the heights and depths in the podium massing to create architectural interest and break up the podium mass.
- The Panel appreciates the amount of amenity space provided at the podium roof level.
- The Panel recommends expressing the two western towers in a similar manner, as they share a podium, and expressing the lower eastern tower in its own singular expression.
  - Consider pairing similar architectural expressions together rather than splitting them up.
- The Panel has concerns with the streetwall's height and consistent mass, which is a departure from the current rhythm of buildings and façades in Centretown.



- The Panel recommends addressing and mitigating the six-storey 'wall-like' appearance of the podium with a podium which has a range of heights. One approach could be to have the towers rest on their own podiums, creating infill podiums between the towers with some variety and rhythm and with one reduced floor.
- The Panel has concerns with the livability of the townhouses along Arlington Avenue and how they tie into the rest of the site design.
  - The Panel recommends exploring options to make a transition to the side streets with the townhouses, particularly along Lyon Street and Arlington Avenue.
  - The Panel recommends some podium areas should be dropped around the townhouses and park space. Consider the potential to provide more sunlight into the interior laneways and public spaces as well.
- The Panel appreciates the use of red brick materiality, particularly along Arlington Avenue, and supports a more extensive use of brick materials throughout the site.

[265 Catherine Street | Formal Review | Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Application | Brigil, BDP Quadrangle, GBA Group](#)

**Key Recommendations**

- The Panel appreciates and supports how the project has come along through multiple reviews and the proponent's willingness to attend Urban Design Review Panel for multiple reviews.
- The Panel appreciates the multiple reviews and correspondence this project and the proponent team has accommodated to improve the proposal.
- The Panel appreciates and supports the strong attention to detail apparent in this high quality and highly urban proposal, and are hopeful to see that carry through to the build out of the site.
- The Panel supports and appreciates the changes that have been implemented since the previous Urban Design Review Panel's review.

- The Panel appreciates the lowering of the podium heights and revised massing.
- The Panel appreciates the refinements made to the material and colour palette of the podium's architectural expression(s).
- The Panel appreciates the refinements made to improve the public realm, landscaping, and pedestrian experience through the site.
- The Panel recommends a refined focus on the details of the design, especially regarding the nuances of colour and textures in the materiality, in order to deliver on the high-quality architectural details of the proposal.
  - In particular, the Panel recommends giving considerable attention to the white material in the podiums, and suggest in general to maintain a varied masonry materiality in the podium.
- The Panel recommends revisiting the scale of the townhouses in the project and ensuring that they can hold their own in the block plan.
  - Consider perhaps a more modern typology, such as stacked or back-to-back towns.

### **Site Design and Public Realm**

- The Panel appreciates the unique proposal for the site and the dynamic programming on the north side.
- The Panel recommends ensuring a 4.5-5 metre height clearance is provided for the underpass between the art space and market space, to provide the link between the parkland dedication and the interior of the site adequate breathing room.
- The Panel appreciates that the grade level paving treatments, details, and landscaping were well thought through in designing a cohesive block.
- The Panel appreciates the proponent's approach to the at-grade relationship between interior and exterior spaces, and how they interact.

## Built Form and Architecture

- The Panel has concerns with the white material in the podium along Catherine Street, and how it will contrast the various red and brown brick and tones in the rest of the podium.
  - The Panel encourages using a masonry material for the white podium material, and recommends a certain nuance to the white material is necessary as it currently pops out too much from the rest of the podium design in the renderings.
- The Panel recommends the proponents spend considerable time and effort on determining what will be the right type and quality of bricks and materials, particularly in the podium, to ensure the varying architectural expressions are high quality and do not come across as a pastiche of sorts.
  - The Panel recommends the proponents consider playing on the types of masonry used in the podiums—e.g., glazed brick and rougher brick.
- The Panel has concerns that the linear white striped expression of the towers appears too institutional in character, especial in the eastern and western towers.
  - The Panel recommends exploring more of a punched brick element in the towers' architectural expression.
  - Consider integrating the tower expressions more closely with the architectural expression(s) in the podiums.
- The Panel appreciates that there is a balance of both a variety and unity in the architecture of the three towers.
- The Panel expressed that a refined attention to the brick detailing, corbeling, and framing in the podiums architectural expression(s) will be extremely important in ensuring that the desired effect is achieved at the build out stage.

Document 7 – Renderings



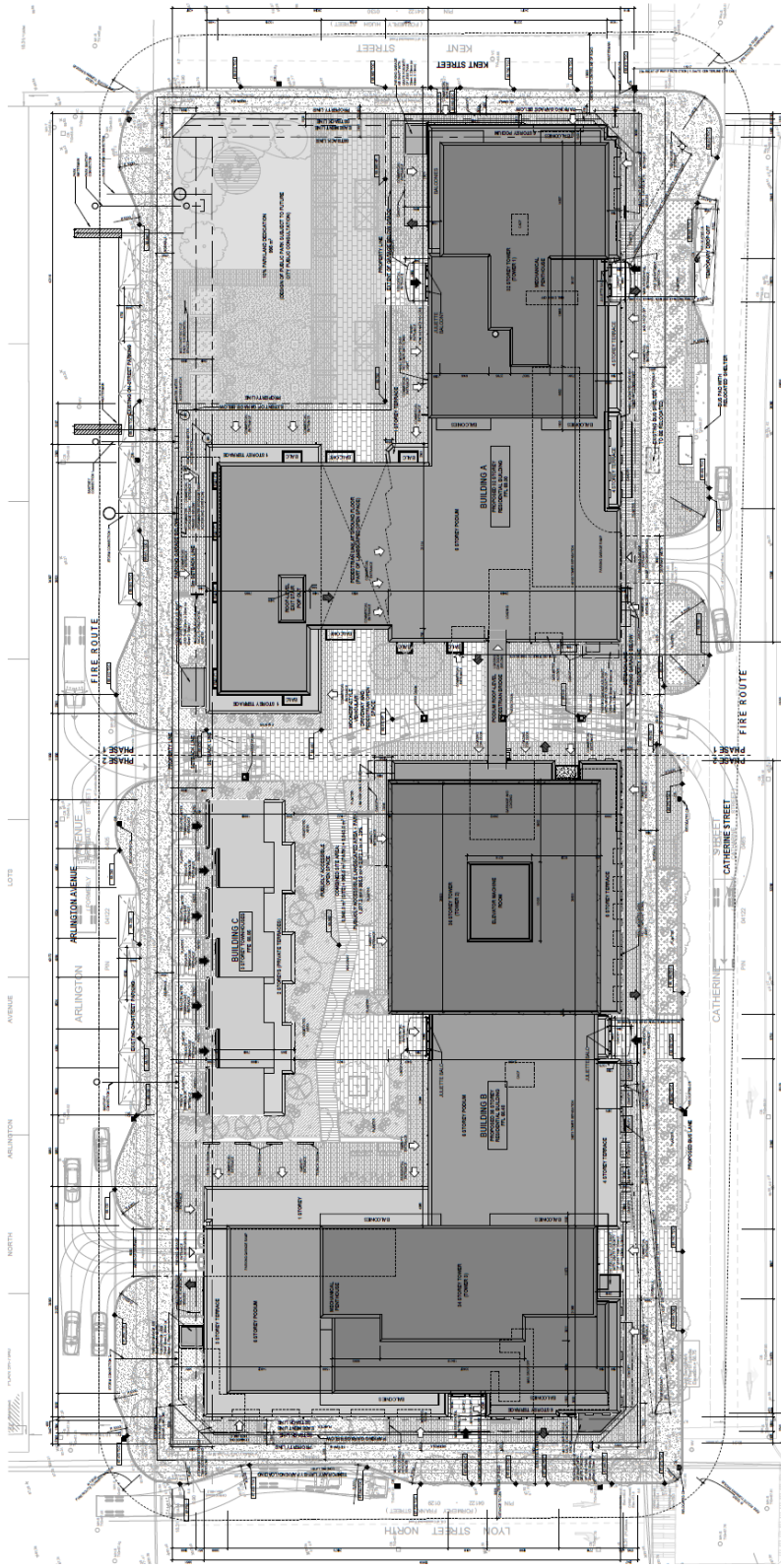








Document 8 – Site Plan Excerpt



**Subject: Official Plan Amendment and Zoning By-law Amendment – 3030 St.  
Joseph Boulevard**

**File Number: ACS2024-PDB-PS-0084**

**Report to Planning and Housing Committee on 3 July 2024  
and Council 10 July 2024**

**Submitted on June 21, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Steve Belan, Planner II, Development Review, East**

**613-580-2424 ext.27591, Steve.Belan@ottawa.ca**

**Ward: Orléans East-Cumberland (1)**

**Objet : Modification du Plan officiel et modification du Règlement de zonage  
– 3030, boulevard St-Joseph**

**Dossier : ACS2024-PDB-PS-0084**

**Rapport au Comité de la planification et du logement**

**le 3 juillet 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 21 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Steve Belan, Urbanist II, Examen des demandes  
d'aménagement est**

**613-580-2424 ext.27591, Steve.Belan@ottawa.ca**

**Quartier : Orléans-Est-Cumberland (1)**



## REPORT RECOMMENDATIONS

1. That the Planning and Housing Committee recommend Council approve:
  - a. An amendment to the Official Plan, Volume 2A, Orléans Corridor Secondary Plan, for 3030 St. Joseph Boulevard, as shown in Document 1, to remove Section 6.1 (58) “3030 St. Joseph Boulevard - maximum building height is 16-storeys”, as detailed in Document 2, to permit a high-rise building.
  - b. An amendment to the Zoning By-law 2008-250 for 3030 St. Joseph Boulevard for the lands shown in Document 1 to amend the exception and schedule AM3[2705]S438 to permit an 18-storey mixed-use building, as detailed in Documents 3 and 4.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of July 10 subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal approuve :
  - a. la modification à apporter au volume 2A (Plan secondaire du couloir d’Orléans) du Plan officiel pour le 3030, boulevard St-Joseph, représenté dans la pièce 1, afin de retrancher la sous-section 6.1 (58) « 3030, boulevard St-Joseph — hauteur maximum des bâtiments : 16 étages », selon les modalités précisées dans la pièce 2, afin d’autoriser l’aménagement d’un immeuble de grande hauteur;
  - b. la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 3030, boulevard St-Joseph, pour les terrains représentés dans la pièce 1 afin de modifier l’exception et l’annexe AM3[2705]S438 pour autoriser l’aménagement d’un immeuble polyvalent de 18 étages selon les modalités précisées dans les pièces 3 et 4.

- 2. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 10 juillet 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of an amendment to the Orléans Corridor Secondary Plan and Zoning By-law 2008-250 for 3030 St. Joseph to permit the construction of an 18-storey mixed-use building containing 202 residential units and ground floor commercial space.

The applicant has requested to increase the maximum permitted height by two additional storeys over what is currently permitted. An amendment to the Official Plan's Orléans Corridor Secondary Plan will remove the site-specific policy for 3030 St. Joseph from the Secondary Plan and rely on Figure 14 - Schedule 2 of the Secondary Plan, which already indicates that 18-storeys is permitted on this site. The applicant has also requested a rezoning to amend the existing exception to permit the additional height and replace the zoning schedule with a revised schedule that would enable this development.

There are many Official Plan, and Orléans Corridor Secondary Plan policies applicable to the proposed development. Both plans provide policies that refer to transition, appropriate design elements, and objectives that new development should achieve. It is Planning Staff's opinion that the proposed development is consistent with said policy.

### **Slope Stability**

The site has been identified as having the potential for slope stability hazards. The potential for a slope failure was studied by a professional engineer. The findings of the report prepared by the owner's consultant was reviewed and accepted by the Rideau Valley Conservation Authority.

## **Public Consultation/Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 20 residents.

Concerns were raised with respect to the following: built form, parking, traffic, housing affordability, intensification and slope stability. Comments and staff responses are summarized in Document 5.

## **RÉSUMÉ**

### **Recommandations du personnel**

Le personnel des Services de planification recommande d'approuver la modification à apporter au Plan secondaire du couloir d'Orléans et au *Règlement de zonage* (n° 2008-250) pour le 3030, boulevard St-Joseph afin d'autoriser la construction d'un immeuble polyvalent de 18 étages réunissant 202 logements et des espaces commerciaux au rez-de-chaussée.

Le requérant a demandé d'ajouter deux étages à la hauteur maximum autorisée par rapport au nombre d'étages autorisé à l'heure actuelle. La modification à apporter au Plan secondaire du couloir d'Orléans aura pour effet de retrancher la politique propre au site du 3030, boulevard St-Joseph dans le Plan secondaire et de s'en remettre à la figure 14 de l'annexe 2 du Plan secondaire, qui indique déjà que la hauteur de 18 étages est autorisée sur ce site. Le requérant a aussi demandé un rezonage afin de modifier l'exception existante pour autoriser la hauteur supplémentaire et remplacer l'annexe du zonage par une annexe révisée qui permettrait de réaliser ces travaux d'aménagement.

Les politiques du Plan officiel et du Plan secondaire du couloir d'Orléans qui s'appliquent au projet d'aménagement proposé sont nombreuses. Ces deux plans prévoient des politiques se rapportant à la transition, aux éléments appropriés de la conception et aux objectifs que les nouveaux projets d'aménagement devraient permettre de réaliser. Selon l'avis du personnel des Services de planification, le projet d'aménagement proposé cadre avec ces politiques.

### **Stabilité des pentes**

On a constaté que le site pourrait comporter des dangers relatifs à la stabilité des pentes. Un ingénieur professionnel a étudié le potentiel de défaillance des pentes. L'Office de protection de la nature de la vallée Rideau a pris connaissance des constatations du rapport établi par l'expert-conseil du propriétaire et les a acceptées.

## **Consultation et commentaires du public**

La notification et la consultation publique se sont déroulées conformément à la Politique de notification du public et de consultation publique approuvée par le Conseil municipal pour les modifications du *Règlement de zonage*. Une vingtaine de résidents ont déposé des commentaires.

On a exprimé des inquiétudes sur la forme bâtie, le stationnement, l'achalandage, l'abordabilité des logements, la densification et la stabilité des pentes. Le lecteur trouvera dans la pièce 5 la synthèse des commentaires et des réponses du personnel.

## **BACKGROUND**

### **Site location**

3030 St. Joseph Boulevard

### **Owner**

Joey Theberge, Theberge Developments Ltd.

### **Applicant**

Scott Alain, Senior Planner, Fotenn

### **Description of site and surroundings**

The site is located on the south side of St. Joseph Boulevard at the southwest corner of Duford Drive. The 2,644 square metre site is a wedge-shaped property at the intersection of Duford Drive and St. Joseph Boulevard, as Duford Drive turns west and climbs the escarpment to the Queenswood Heights Neighbourhood to the south (as shown in Document 1).

The subject property is vacant with a steep slope extending from the south frontage along Duford Drive down to St. Joseph Boulevard to the north. There are approximately 61 metres of frontage along St. Joseph Boulevard and 77 metres of frontage along Duford Drive. The site is on the southern edge of the Place d'Orléans Protected Major Transit Station Area and within the Hub designation.

To the west of the subject site is the St. Joseph Boulevard commercial corridor consisting of many commercial buildings of various sizes. To the north is the Place d'Orléans Shopping Centre and the former Cumberland town centre to its east. Further, to the north is future light-rail transit (LRT) Transit Station. East of the site is the continuation of the escarpment on the south side of St. Joseph which is well treed. To

the south is the Queenswood Heights Neighbourhood consisting of single detached homes located at the top of the hill.

### **Summary of proposed development**

The applicant is proposing an 18-storey building with a mix of residential and commercial uses. 260 square metres of commercial space is proposed on the ground floor along St. Joseph. The upper floors will have a total of 202 apartments, consisting of 85 one-bedroom, 110 two-bedroom, three three-bedroom and four studio units. The proposal has three levels of underground parking with a total of 163 spaces, 144 of the spaces are intended for residential tenants and 19 spaces are allocated for visitors. 202 bicycle parking spaces are proposed below grade and another 8 spaces are proposed at-grade. Refuse storage is integrated into building with access to St. Joseph near the parking garage entrance. Communal amenity spaces are proposed on the roof and the west side of the building and include both interior spaces that walk out terraces.

The applicant has made three applications: an Official Plan amendment (file D01-01-23-0010); a Zoning By-law amendment (file D02-02-23-0057) and a Site Plan Control Application (file D07-12-23-0090). An application to rezone this property was first made in 2017 to permit a 16-storey mixed-use building. The earlier amendment created a schedule that illustrated the required setbacks and permitted heights of the structure. It also set out the details for a Section 37 contribution agreement.

The application proved to be controversial, with neighbouring residential raising concerns about traffic/street parking, safety of vehicles driving on Duford Drive in poor weather conditions, privacy, loss of views from the existing homes and impacts on house values. Stability of the slope was raised as there was a failure when Duford Drive was being constructed. The report recommending approval was passed by the Planning Committee on September 10, 2020. The zoning by-law was approved by Council on May 26, 2021 after the Section 37 agreement was signed.

### **Summary of requested Official Plan Zoning By-law Amendment**

To accommodate the proposed development, both an Official Plan Amendment and Zoning By-law Amendment are required.

The applicant is seeking to clarify the development potential of the site as illustrated in the Orléans Corridor Secondary Plan. The plan references the maximum building height for this site on two occasions. Figure 14, Schedule B – Maximum Building Heights identifies the site as appropriate for building heights of up to 18-storeys. While Section 6.1 St. Joseph Boulevard Corridor – Area Specific Policies, policy 6.1(58) states that 3030 St. Joseph Boulevard – Maximum Building height is 16 storeys. The Official Plan

Amendment provided in Document 2, proposes to amend the Orléans Corridor Secondary Plan by removing policy 6.1(58).

The Zoning By-law Amendment proposes to amend the previously approved site-specific exception and schedule. Changes to the exception will remove the maximum floor space index and the subzone provisions illustrated Table 186A - Section 186(3)(b) as the revised schedule will replace these listed provisions with a visual plan. Further, the proposed zoning will acknowledge that an indoor rooftop amenity space is not considered a storey for the purposes of zoning for this property.

The Schedule will be amended to reflect the revised proposal. This building will have a similar character as was approved in 2021, with a four-storey podium and slender tower that will now raise to 18-storeys instead of 16 previously approved. Details of the recommended zoning are provided in Documents 3 and 4.

## **DISCUSSION**

### **Public Consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

The application was circulated for comments in August 2023. Many of the same comments that were originally raised were raised again.

For this proposal's consultation details, see Document 5 of this report.

### **Urban Design Review Panel**

The property is within a Design Priority Area and had a meeting with the Urban Design Review Panel on December 1, 2023. The [recommendations of the panel](#) reflected the proposal to construct an 18-storey building, which raised concerns about the proposed interaction of the building with the public realm, refining and simplifying the podium expression and material choices

The panel appreciated the progress made to the design since its last presentation to the Panel in 2019. They recommended further integration of the building with the public realm on St. Joseph and Duford. The Panel suggested that there is an opportunity to further develop public realm space and enable greater animation of the corner as a community amenity space and gateway feature. The panel also made recommendations on the choices of material and architectural expression of the podium.

The applicant is now working with staff through the site plan process to further address the Panel's concerns.

## **Official Plan designation(s) and policies**

The Official Plan for the City of Ottawa is the key planning document for the City and guides how it will grow over time. The subject lands are designated Hub and Mainstreet Corridor and are identified as a Protected Major Transit Station Area.

Section 2, Strategic Directions, establishes the high-level goals of the Official Plan and describes how the City will aim to achieve more growth by intensification, promote 15-minute neighbourhoods, and provide more options for housing and transportation.

Section 3, Growth Management Framework provides policy for how future growth should be accommodated. This section divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it. The subject lands are within the Suburban Transect which, is generally characterized by Low- to Mid-density development. However, development in Hubs shall be High-rise in the central area of a Town Centre, generally within 400 metres of a rapid transit station and Mid-rise in the periphery of a Town Centre, generally within 800 metres of a rapid transit station. In this case, the Secondary Plan contemplates a high-rise building on this site as described below.

Section 4 provides City-wide policies of which subsection 4.6 Urban Design provides direction for the sensitive integration of new development to minimize the impacts of new development on neighbouring properties and on the public realm. The proposal addresses these policies by internalizing the parking and refuse collection. Access to these is located on the west side of the site and are setback from the street to minimize their impact on the street and adjacent property. The tower is also setback from the western property line to lessen impact on the existing low-rise building and provide tower separation for any future towers.

## **Orléans Corridor Secondary Plan**

The Orléans Corridor Secondary Plan is primarily intended to provide specific policy direction and guidance for medium- and high-density development directly associated with transit stations and corridors within Secondary Plan Area. The impetus for this plan is the construction of the light-rail transit (LRT) extension to Orléans, and the intended purpose of this plan is to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor.

The vision of the Secondary Plan is for the Orléans Corridor to evolve from a late 20th century auto-centric suburb into vibrant urban neighbourhoods centered around light-rail

transit (LRT) stations and St. Joseph Boulevard Mainstreet. This vision will be achieved by the following goals:

1. Support the evolution of the Orléans Corridor into a community of 15-minute neighbourhoods that support health and well-being of residents.
2. Direct the tallest buildings and densities best serviced by rapid transit, walking and cycling, to create highly liveable mixed-use neighbourhoods.
3. Plan for additions and enhancements to the public realm, greenspaces, and promote climate resilience.
4. Prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions.
5. Coordinate new built form with improvements to the public realm and mobility.

The subject site is at the eastern terminus of the St. Joseph Mainstreet designation and is a prominent site as it is the gateway into the mainstreet corridor. The vision is for St. Joseph Boulevard to evolve into a vibrant pedestrian oriented mainstreet. The following policies should be considered for future redevelopment of the site:

1. New building heights will be primarily low-rise and mid-rise.
2. Where appropriate, high-rise development will be permitted where the lot provides adequate space.
3. To transition to abutting low-rise properties, and where lot size and context are supportive of taller buildings.
4. Buildings fronting onto St. Joseph Boulevard in the St. Joseph Mainstreet designation will be predominantly mixed-use and commercial buildings, with an emphasis on active frontages, and street-oriented uses, that direct uses towards the front of buildings facing the public right-of-way.
5. Opportunities to establish patios on private property, or on public property where available space in the public right-of-way allows, will be pursued.

### **Other applicable policies and guidelines**

The application has been reviewed and is consistent with the Urban Design Guidelines for High-rise Buildings.



## **Planning rationale**

### **Official Plan**

Planning staff are of the opinion that the proposed development is generally consistent with the growth management goals of the Official Plan. The Town Centre polices would generally locate high-rise buildings within 400 metres of the Transit Station with mid-rise buildings located on the periphery up to 800 metres from the Station. The proposed development would establish a mixed-use building with commercial and residential uses within proximity of transit and located along appropriate infrastructure. The proposal also applied other policies and principles to establish an outcome that satisfies the requirements for Hubs.

The proposal incorporates many of the design approaches in the Plan and this will result in an attractive, well-lit public realm complemented by landscaping in the form of trees and greenery.

### **Orléans Corridor Secondary Plan**

The Orléans Corridor Secondary Plan provides more detailed direction for development along St. Joseph Boulevard. It provides guidance on where it is appropriate for modest high-rise building to be permitted and has identified lots that meet the criteria within the Corridor on Figure 14 – Schedule B – Maximum Building Heights. The subject site is identified as a site that has sufficient separation from low-rise development and a lot depth that can accommodate up to 18 storeys.

The applicant is requesting an Official Plan Amendment to provide clarification that the City will permit 18 storeys at this location. Despite Figure 14, the Area Specific Policy 6.1(58) states that 3030 St. Joseph Boulevard has a Maximum Building height of 16 storeys. Staff recognized that the 16-storey limit only reflected the zoning height at the time the Secondary Plan was approved and that 18-storeys on this site will be more consistent with other locations in the corridor and with the taller planning context for the properties located directly north of the site.

The proposal is in keeping with the other goals of the Secondary Plan by providing transition to abutting low-rise development and introducing a mixed-use building, with an active frontage, and street-oriented uses, fronting on the public right-of-way.

### **Previous Zoning Amendment**

This property was the subject of a rezoning that was initiated in October 2017. The amendment originally requested increasing the permitted height on the site from eight to 12-storeys. The application was controversial. Residents of Queenswood Heights were

very concerned with the introduction of a high-rise building at the base of the escarpment. The community was concerned that the height and the mass of the building would block views of homes at the top of the hill. The applicant responded with a revised tower design that was more slender but taller. The revised building was also more oriented towards St. Joseph Boulevard.

Another concern was the stability of the slope. There is history of a slope failure at Duford Drive. Residents raised concerns that construction of the building would undermine the escarpment. Safety concerns are paramount when considering development. The applicant was tasked with obtaining a slope stability study that investigated the slope beyond the boundaries of the site. The resulting report indicated that the site could be safely developed.

A report recommending approval of the 16-storey building was brought to Planning Committee on September 10, 2020. The report created a new site-specific exception that detailed that the associated Schedule would set out the permitted setbacks and heights for the site. The exception also required the Owner to enter into a Section 37 agreement to provide cash to fund local street amenity projects. The by-law was approved by Council on May 26, 2021, after the Section 37 agreement was signed.

### **Slope Stability and Landslide Risk**

Since 2020 the focus on slope stability has been refined. The City is more aware of the potential of retrogressive landslides and the Conservation Authorities are more prepared to evaluate the risks associated with these conditions. Prior to preparing this report, the Conservation Authority provided the applicant with criteria to study the potential risks at this site. A new report was prepared and the Conservation Authority agreed with the conclusions that this site's risk of a retrogressive landslide is below the RVCA's maximum recommended per annum probability.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **CONSULTATION**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 20 residents.

Concerns were raised with respect to the following: built form, parking, traffic, housing affordability, and impacts neighbouring properties.

For this proposal's consultation details, see Document 5 of this report.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Matthew Luloff provided the following comments:

This development would be an exciting addition to the housing mix in Orléans. This type of housing is currently non-existent in Orléans and diversity in our housing stock is sorely missed. With its proximity to transit as well as commercial and recreational amenities, this development would provide an opportune housing choice for many and set an important precedent in my community when it comes to revitalizing our main street.

Given that this site is already zoned for 16 storeys, the addition of two storeys is negligible in terms of height and other impacts, but will play a positive role in addressing the housing crisis by providing much needed affordable units near transit and amenities.

I am pleased that the applicants are providing a community benefit by having two storeys of dedicated affordable units, during a time when affordable housing options are needed more than ever.

I acknowledge that some residents in the immediate vicinity are opposed to this project and I have worked hard with the developer to ensure as many of their concerns were addressed as possible. Change in an established neighbourhood is difficult, there's no doubt about that. However, we need to ensure we are providing real housing options city-wide, especially in proximity to transit.

### **ADVISORY COMMITTEE(S) COMMENTS**

No comments were received from Advisory Committees relating to the report.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the report recommendations.

A section 37 agreement was signed prior to Council enacting the earlier zoning by-law amendment, in 2021. While the legislation has since been amended and a Community Benefits Charge By-law has been enacted, the section 37 agreement remains enforceable under the transition provisions of the *Planning Act*, s. 37.1 (notwithstanding the current alteration to the original design, to increase the building height by two

storeys). The development will, however, be exempt from paying a Community Benefits Charge pursuant to the same section of the Act.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There is an existing 250 millimetres diameter watermain and a 450 millimetres diameter sanitary sewer which cross 3030 St. Joseph Boulevard which will require relocation before the proposed development contemplated by the Zoning Bylaw Amendment can proceed. Details concerning the relocation of this municipal servicing are being addressed through the Site Plan application process.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The new building will be required to meet accessibility criteria contained in the Ontario Building Code. A future Site Plan Control process will also review the proposal for compliance with the applicable requirements made by the Accessibility of Ontarians with Disabilities Act.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications in so far as the lands are not subject to any environmental planning criteria or requirements. An Environmental Impact Assessment was not required.

### **TERM OF COUNCIL PRIORITIES**

This proposal has received CMHC funding and there will be a commitment to provide affordable units. The application therefore addresses the following 2023-2026 Term of Council Priority

- A city that has affordable housing and is more liveable for all.

### **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D01-01-23-0010 and D02-02-23-0057) was processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications.

**SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Zoning Schedule 'YYY'

Document 5 Consultation Details

Document 6 Concept Plan, Elevations and Renderings

**DISPOSITION**

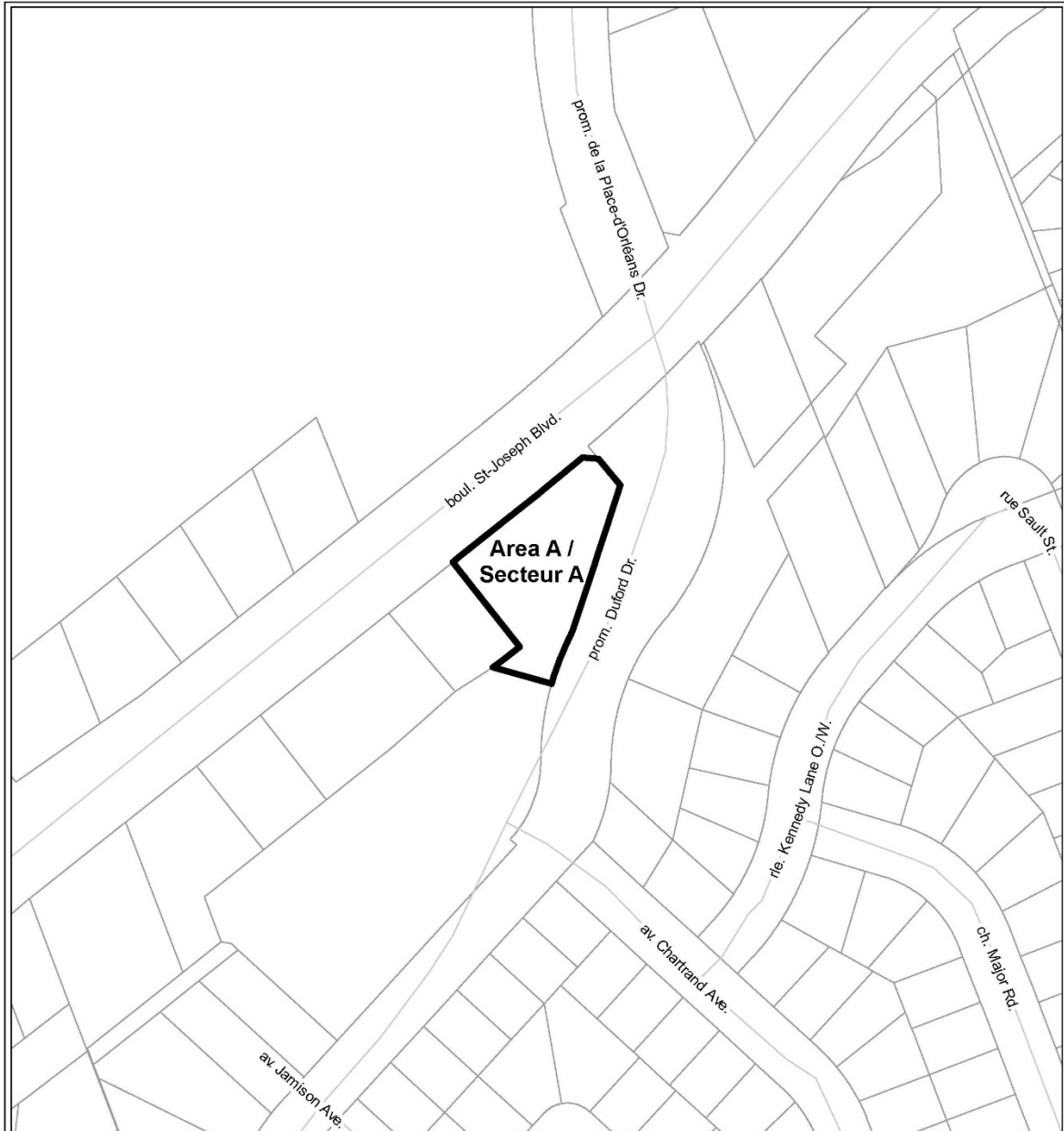
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.



Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-23-0057	24-0580-X	<b>3030 boulevard St. Joseph Boulevard</b>	
D01-01-23-0010		I:\CO\2024\Zoning\St_Joseph_3030	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>			
<small>©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE.</small>			
REVISION / RÉVISION - 2024 / 05 / 30		<div style="display: flex; align-items: center;"> <div style="border: 2px solid black; width: 20px; height: 10px; margin-right: 5px;"></div> <div>                     Area A to remain AM3[2705] S438                      Le zonage du secteur A à rester AM3[2705] S438                 </div> </div>	
			 <small>NOT TO SCALE</small>

**Document 2 – Details of Recommended Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**

**INDEX**

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**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

**PART A – THE PREAMBLE**

PURPOSE

LOCATION

BASIS

**PART B – THE AMENDMENT**

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION



## **PART A – THE PREAMBLE**

### 1. Purpose

The purpose of this amendment to the Official Plan, Volume 2A Orléans Corridor Secondary Plan is to revise Section 6 - Stations and Corridors - Area Specific Policies to remove the specific policy 6.1 (58) 3030 St. Joseph Boulevard, which limits the height of the property to a maximum building height of 16 storeys.

### 2. Location

The subject property is located at 3030 St. Joseph Boulevard, on the south side of St. Joseph Boulevard, the west side of Duford Drive in Orléans and directly across the street from Place d'Orléans Shopping Centre.

### 3. Basis

The amendment to the Official Plan has been requested by the applicant to develop and construct a new 18-storey, 202-unit mixed use building.

The proposed Official Plan Amendment to the Orléans Corridor Secondary Plan to permit a modest increase in height is consistent with the Provincial Policy Statement and the intent of the City of Ottawa Official Plan. In particular, the proposed development of an 18-storey tall building will be the same as shown on Figure 14 of Schedule B – Maximum Building Height of the Orléans Corridor Secondary Plan. The proposed building is consistent with built form objectives of the Official Plan and Secondary Plan. The amendment is considered good land use planning.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

- 2.1 Volume 2a, Orléans Corridor Secondary Plan is hereby amended by removing Section 6.1 (58) “3030 St. Joseph Boulevard - maximum building height is 16-storeys”.

### 3. Implementation and Interpretation

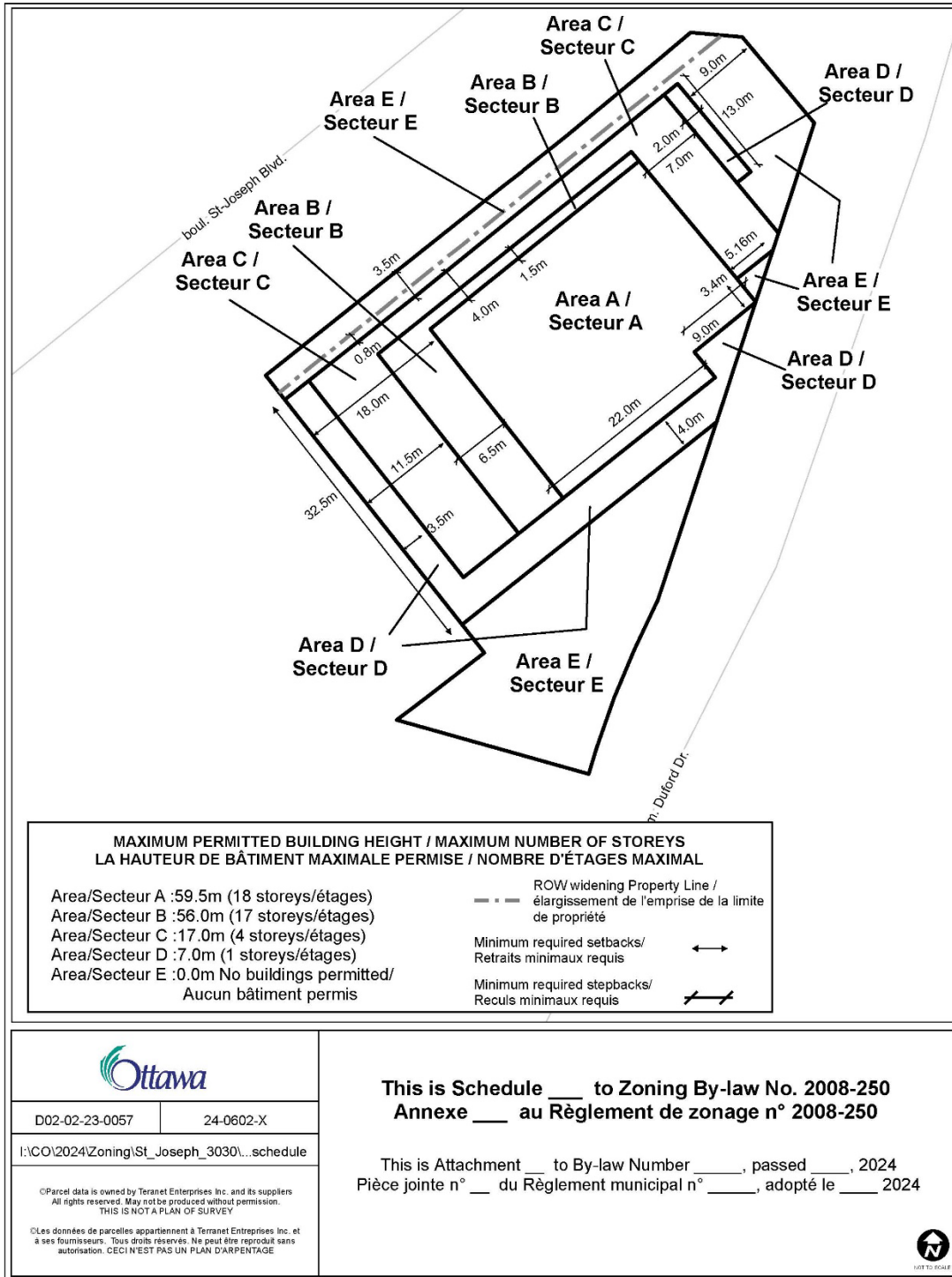
Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3030 St. Joseph Boulevard.

1. Rezone lands as shown in Document 1.
2. Amend Part 17, Schedules, by replacing Schedule 438 with the new Schedule as shown in Document 4.
3. Amend Section 239 – Urban Exception, by amending Exception 2705, with provisions similar in effect to the following:
  - a. In Column V, delete the text, “maximum floor space index:4.25” and “Section 186(3)(b)(ii) does not apply”
  - b. In Column V, add provisions similar in effect to the following:
    - i. An indoor rooftop amenity space, limited to a maximum of 150 square metres and not higher than 4.0 metres, is considered a permitted projection above the height limit.
    - ii. The maximum gross floor area of each storey at and above the fifth storey is 750 square metres GFA
    - iii. Section 186(3)(b) does not apply.

Document 4 – Schedule SYYY



## Document 5 – Consultation Details

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. No public meetings were held in the community.

### Public Comments and Responses

#### Comment:

There is a pressing need for more affordable housing in Orleans.

#### Response

The Owner has obtained Canada Mortgage and Housing Corporation (CMHC) financing and will be providing a percentage of the units as affordable, as per the financing agreement with Canada Mortgage and Housing Corporation.

#### Comment:

This property was just rezoned to allow for a high-rise building. Why is it being rezoned for a taller building?

#### Response:

The owner is requesting the increase in height due to changing economics. With obtaining affordable housing financing, the owner is going with more smaller units which created a need for another level of parking. Further, the City has adopted a new Official Plan and the Orléans Corridor Secondary Plan was also approved changing the planning policy and allowing for two additional floors.

#### Comment:

The size of the building is imposing and significantly larger than any other buildings on St. Joseph Boulevard. This will result in losses of views and privacy.

#### Response:

The building is taller than other buildings in the area. However, over time other projects will be approved and constructed in accordance with the Official Plan and Secondary Plan, which will see more intensification in and around the transit stations along the light-rail transit (LRT) line. The design of the building is in keeping with the design

approved in 2021. The tower is slender and is oriented towards St. Joseph Boulevard. The proposal also respects the transition guidelines for high-rise buildings when near low-rise development.

Comment:

More development happens in Orléans without addressing the overburdened infrastructure. More cars are using the same streets, more residents are using the same community centres and pools.

Response:

The City is investing in transit. The Place d'Orléans station is within 600 metres of this site. Intensification will contribute to the evolution of a 15-minute neighbourhood in and around these stations. The area is already well serviced by commercial activities and other services will develop as more people live and working in these areas.

Comment:

The site is at the bottom of an escarpment consisting of sensitive marine clays. There is a history of slope failures along this escarpment. How are they going to construct this building given the soil conditions?

Response:

A professional engineer prepared a report using the criteria provided by the Conservation Authority. The report was reviewed and the conclusion was accepted that the retrogressive landslide risk is less than the RVCA's recommended per annum probability. Construction will need to be conducted using the recommendations contained in the reports supporting the application.

### Document 6 – Concept Plan, Elevations and Renderings

#### Concept Plan



### Elevations





Renderings



VIEW LOOKING SOUTH WEST FROM ACROSS ST. JOSEPH



VIEW LOOKING SOUTH EAST FROM ACROSS ST. JOSEPH



VIEW LOOKING WEST ACROSS DUFORD DRIVE



VIEW LOOKING NORTH EAST FROM DUFORD DRIVE

**Subject: Official Plan Amendment and Zoning By-law Amendment – 70 and 80  
Woodridge Crescent**

**File Number: ACS2024-PDB-PS-0058**

**Report to Planning and Housing Committee on 3 July 2024  
and Council 10 July 2024**

**Submitted on June 20, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Kimberley Baldwin, Planner, Development Review West**

**613-580-2424 ext.23032, Kimberley.Baldwin@ottawa.ca**

**Ward: Bay (7)**

**Objet : Modification du Plan officiel et modification du Règlement de zonage  
– 70 et 80, croissant Woodridge**

**Dossier : ACS2024-PDB-PS-0058**

**Rapport au Comité de la planification et du logement**

**le 3 juillet 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 20 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Kimberley Baldwin, Urbaniste, Examen des demandes  
d'aménagement ouest**

**613-580-2424 ext.23032, Kimberley.Baldwin@ottawa.ca**

**Quartier : Baie (7)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to the Official Plan for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys and public realm improvements as detailed in Document 2.
2. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys as detailed in Document 3.
3. That Planning and Housing Committee recommend Council approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of July 10, 2024, subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au Plan officiel pour le 70 et le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur, d'au plus 40 étages, et d'apporter des améliorations au domaine public selon les modalités précisées dans la pièce 2.
2. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 70 et le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur et d'au plus 40 étages selon les modalités précisées dans la pièce 3.
3. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des

**mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 10 juillet 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment for 70 and 80 Woodridge Crescent to permit high-rise mixed-use development up to 40 storeys, and to require a new park or publicly accessible open space. Additionally, new public accesses and active transportation routes will be incorporated on site to enhance connectivity between Accora Village, the Bayshore Transit station, and the active transportation network.

The applicant has requested an Official Plan Amendment to add a new subsection to Area-Specific Policy 10 to increase the maximum permitted height to 40 storeys, to permit a reduced minimum lot coverage and to require public realm improvements, including but not limited to a new park or publicly accessible open space, a Multi-Use Pathway and public access easements, as detailed in Document 2.

The applicant has also requested a Zoning By-law Amendment to rezone the site from a Residential Fifth Density to a General Mixed-Use Zone, as detailed in Document 3. The proposed amendment seeks to increase the permitted height from 12 to 40 storeys and to provide site-specific provisions related to setbacks, stepbacks, balcony projections, minimum building height, tower floorplate, bicycle parking, loading space locations and lot coverage. A holding symbol is also proposed to ensure the public realm improvements are executed through the site plan control process, to the satisfaction of the City.

## **RÉSUMÉ**

### **Recommandations du personnel**

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel et la modification du *Règlement de zonage* pour le 70 et le 80, croissant Woodridge afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur et d'au plus 40 étages et d'obliger à aménager un nouveau parc ou un nouvel espace ouvert accessible au public. En outre, les nouveaux moyens d'accès public et les nouveaux circuits de transport actif seront intégrés sur le site pour améliorer la

connectivité entre le village d'Accora, la station de transport en commun Bayshore et le réseau de transport actif.

Le requérant a demandé d'apporter une modification au Plan officiel afin d'ajouter un nouveau paragraphe dans la politique sectorielle 10 pour accroître la hauteur maximum autorisée et la porter à 40 étages, pour autoriser une couverture minimum réduite du lot et pour obliger à apporter des améliorations au domaine public, dont un nouveau parc ou un nouvel espace ouvert accessible au public, un sentier polyvalent et des servitudes d'accès public selon les modalités précisées dans la pièce 2.

Le requérant a aussi demandé d'apporter une modification au *Règlement de zonage* afin de rezoner le site pour passer de la zone résidentielle de densité 5 à la zone d'utilisations polyvalentes générale selon les modalités précisées dans la pièce 3. La modification proposée vise à augmenter la hauteur autorisée pour la porter de 12 à 40 étages et à prévoir des dispositions propres au site relativement aux marges de retrait, aux marges de recul, aux balcons en saillie, à la hauteur maximum des bâtiments, à la superficie au sol des tours, au stationnement des vélos, aux places de chargement et à la couverture du lot. On propose aussi de prévoir le symbole de l'aménagement différé pour s'assurer que les améliorations à apporter au domaine public le sont à la satisfaction de la Ville dans le processus de réglementation du plan d'implantation.

## **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

70 and 80 Woodridge Crescent

### **Owner**

Ferguslea Properties Limited

### **Applicant**

Fotenn Planning and Design, Tyler Yakichuk

### **Architect**

BBB Architects Ottawa Inc.

## **Description of site and surroundings**

The subject lands, known municipally as 70 and 80 Woodridge Crescent, are located on the south side of Woodridge Crescent, west of Bayshore Shopping Centre, directly north of Highway 417 and the Bayshore Transit Station in Bay Ward (Ward 7). The subject site is part of a broader land holding known as Accora Village, which is comprised of a mix of townhouses and low- to high-rise development. The subject site, located in the easternmost section of the land holdings, is approximately 8940 square metres in size, and is currently undeveloped. Directly east of the site, 60 Woodridge Crescent has been approved for a residential development consisting of two towers of 27 and 30 storeys. The surrounding neighbourhood also includes a park and two schools.

## **Summary of proposed development**

The proposed development is for two mixed-use towers of 40 and 37 storeys, a minimum 1500 square metres of publicly accessible open space, Multi-Use Pathway and public easements. The buildings propose to include between 511 and 584 units dispersed between the two towers, with commercial uses contemplated at the base of each tower.

## **Summary of requested Official Plan amendment**

The requested Official Plan Amendment is to permit a maximum height of 40 storeys on the subject site without the need for a Secondary Planning process, to permit a reduced minimum lot coverage of 30 per cent, and to require a minimum 1500 square metres of publicly accessible open space, a Multi-Use Pathway along the south perimeter of the site and public access easements to enhance connectivity throughout the site to the rapid transit station and surrounding neighbourhood, as detailed in Document 2.

## **Summary of requested Zoning By-law amendment**

The requested Zoning By-law Amendment is to rezone the site from R5A[1923]H(34) (Residential Fifth Density, Subzone A, Urban Exception 1923, Maximum Building Height 34 metres) to GM[XXXX] H(127)-h (General Mixed Use Zone, Urban Exception XXXX, Maximum Building Height 127 metres, with a holding symbol), as detailed in Document 3.

The current zoning applicable to the site limits non-residential uses and does not permit height more than 34 metres (approximately 12 storeys). Urban Exception 1923 pertains to previous use of the site as a parking lot and snow disposal facility, which is no longer applicable, as well as density provisions related to 98 Woodridge Crescent.

The proposed GM zone will permit a wide range of residential and non-residential uses and a maximum height of 127 metres (approximately 40 storeys). Site-specific exceptions are also proposed to address setbacks, stepbacks, balcony projections, minimum building height, tower floorplate, bicycle parking, loading space locations and lot coverage.

A holding symbol is also proposed to ensure the public realm improvements are executed through the site plan control process, including the provision of publicly accessible open space, Multi-Use Pathways, and other publicly accessible connections connecting Woodridge Crescent to the Transitway station. In order to lift the holding symbol, it must be demonstrated that wind conditions on the public realm spaces are suitable for their intended use.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public information session was hosted by the Ward Councillor on March 20, 2024. Two submissions were received with concerns related to tower separation, increased traffic, and school capacity.

For this proposal's consultation details, see Document 4 of this report.

### **Official Plan designation(s)**

In Volume 1 of the Official Plan, the subject site is located within the Outer Urban Transect (Schedule A), designated as a Hub (Schedule B3) within an Evolving Neighbourhood Overlay, within the Bayshore Protected Major Transit Station Area (PMTSA) as per Schedule C1.

In Volume 2C of the Official Plan, the site is subject to the Bayshore Shopping Centre and Accora Village Community Area-Specific Policy.

The Outer Urban Transect area is generally characterized by an established pattern of suburban built form. Over the medium- to long-term, this area will evolve toward a 15-minute neighbourhood model with higher density housing, parks, schools, services, and enhanced mobility options that prioritize active transportation.

For Hubs within the Outer Urban Transect, a mix of uses with heights up to 40 storeys is permitted and parking may be reduced or eliminated. The public realm is to be of a high quality and shall prioritize the needs of pedestrians, cyclists and transit users through

the establishment of safe, direct and easy-to-follow public routes between transit stations and new development.

Development within a Protected Major Transit Station Area (PMTSA), and within a 300-metre radius or 400-metre walking distance of an existing or planned rapid transit station, is required to have a minimum building height of four storeys and a minimum lot coverage of 70 per cent. A range of mid- and high-density housing are permitted, as well as a mix of non-residential uses, including employment, commercial services and institutional uses. Low-density employment uses such as warehouses, gas stations and drive-through establishments are prohibited in a PMTSA.

Section 12.3 of the Official Plan establishes direction for the content required for Area-Specific Policies. A request to create an area-specific policy must be supported by a plan demonstrating the proposed type and scale of a development, location of parks, circulation access points for all modes of transportation and any other matters deemed appropriate by the City.

The site is located within the area subject to the Bayshore Shopping Centre and Accora Village Community Area-Specific Policy as per Volume 2C of the Official Plan. Policy 10.1 limits development to a maximum of 12 storeys until a secondary planning process is undertaken for the area.

### **Other applicable policies and guidelines**

As a site within proximity to a rapid transit station, the Transit-Oriented Development Guidelines are applicable. These guidelines are applicable to development within 600 metres of a planned or existing rapid transit station and provide direction on built form, separation and compatibility, and the public realm, among others.

The Urban Design Guidelines for High-rise Buildings are also applicable. The objective of these guidelines is to address compatibility and relationship to their existing or planned context, to create human-scaled pedestrian friendly streets and attractive public spaces for liveable communities, and to integrate on-site utilities, parking and services into the design of the building and the site.

### **Urban Design Review Panel**

The property is within a Design Priority Area in Schedule C7-A of the Official Plan. The Official Plan Amendment and Zoning By-law Amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on October 6, 2023, which was open to the public.



The panel's recommendations from the formal review of the Zoning By-law Amendment application are available online through the City of Ottawa's website [here](#). The panel expressed appreciation for the public realm and landscape spaces of the development, as well as the elegant positioning of the design and the applicant team's approach to the site development.

The panel recommended further review and refinement of the parking garage access, pedestrian connections, and wind impacts, as well as further review of the development by the Urban Design Review Panel (UDRP) during a future stage of the development. As the proposed development is required to go through a Site Plan Control process, these elements of the development will be reviewed by staff and the UDRP at that time.

## **Planning rationale**

### Official Plan Amendment

The proposed Official Plan Amendment will support the rapid transit system by providing mixed-use urban development within 400 metres of an existing rapid transitway station and planned light-rail transit rapid transit station (Bayshore Station). Between 511 and 584 dwelling units and commercial space are proposed to be added on site, developing an underutilized parcel of land, and supporting the evolution of 15-minute neighbourhoods by providing housing close to existing services and amenities.

The subject property is designated Hub in the Outer Urban Transect, the urban designation in this transect where mid-to high density uses up to 40 storeys in height are permitted and parking may be reduced or eliminated. The amendment will also require any high-rise development to vary in height to contribute to views and vistas in the city, as recommended in the **Urban Design Guidelines for High-Rise Buildings**. The public realm proposes to be of a high quality, and active transportation connections will be required in order to provide safe, direct and easy-to-follow public routes between the transit station and Woodridge Crescent.

The proposed development is also situated within a Protected Major Transit Station Area (PMTSA) (Bayshore Station) but does not meet the minimum 70 per cent lot coverage required for development within a PMTSA. The proposed amendment will set site-specific minimum 30 per cent lot coverage to permit compact built form while also enhancing the public realm areas by providing high-quality public spaces and active transportation connections on site. The amendment will also ensure that wind conditions on the public realm, including any conveyed parkland, Privately-Owned Public Space, Multi-Use Pathways, and any outdoor amenity space as required by the Zoning By-law, are suitable for their intended use.

The requested amendment also meets the criteria outlined in Section 12.3 in Volume 1 of the Official Plan for amending an Area-Specific Policy. The proposed amendment conforms with the Outer Urban Transect policies with respect to built form. Concept plan and renderings were submitted with the amendment showing the proposed type, scale of the development, description of access points and access points for all modes of transportation and the location of public spaces, as depicted in Document 5 and 6 of this report. The Concept Plans demonstrate how the development will add housing, provide quality public spaces and expand active transportation connections for existing and future residents of this community. Additionally, the plans show how the proposed development will integrate with the scale and size of the surrounding existing and proposed land uses. Immediately west of the subject site is an existing high-rise apartment building and immediately east is a planned 30-storey development.

The requested amendment will increase building height and density on the subject site without precluding the remainder of the lands subject to Area-Specific Policy 10 of Volume 2C to undertake a secondary planning process. Removing this parcel from the secondary planning process requirement is also consistent with the approach that was taken at 60 Woodridge Crescent.

#### Zoning By-law Amendment

The recommended zoning provisions detail site-specific setbacks, tower setbacks, heights and maximum number of towers, to ensure that development integrates into the surrounding context.

Specific building setbacks and setbacks are required to provide adequate transition and spatial separation from the surrounding existing and planned context. Balcony projection provisions are also included to help foster a human-scaled environment around the buildings. Additionally, there are specific setbacks required adjacent to any lot line abutting a park to provide an appropriate built form for the public space. The Ministry of Transportation has also requested a specific setback for any above or below ground structures and any loading spaces abutting Highway 417, which is reflected in the zoning provisions.

The minimum required building height aligns with the minimum building height as required in the Official Plan for development in Protected Major Transit Station Areas (PMTSA).

Two high-rise towers (ten-storeys or higher) are permitted on site, with floorplates limited to 800 square metres. The adjacent site to the east is also limited to two towers with similar sized floorplate provisions.

A minimum bicycle parking rate of one space per dwelling unit is required to promote active transportation use for the future residents.

Loading spaces will not be permitted or be visible abutting any public street or park. Service and loading areas should be internalized and visually screened from streets and parks through site design.

As detailed in the proposed zoning details, all uses on site are prohibited unless the provisions of the Holding Symbol have been met. This serves to limit development on the site to what has been presented through the Official Plan Amendment and Zoning By-law Amendment applications to the satisfaction of the General Manager, Planning, Development and Building Services. The proposed development will be required to provide a publicly accessible open space, a Multi-Use Pathway, and public access easements in strategic locations to improve connectivity across the site and in the neighbourhood. The holding symbol also includes a provision to demonstrate that wind conditions on any public realm spaces are suitable for their intended use.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

The Ward Councillor is aware of the recommendations associated with this report.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

Servicing capacity has not been confirmed. Assessment will be completed at time of site plan and may result in additional site plan conditions.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The proposed development will be required to meet the accessibility criteria as detailed within the Ontario Building Code.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is more connected with reliable, safe and accessible mobility options

## **APPLICATION PROCESS TIMELINE STATUS**

These applications (Development Application Numbers: D01-01-22-0004 and D02-02-22-0025) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of the applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Official Plan By-law Amendment

Document 3 Details of Recommended Zoning By-law Amendment

Document 4 Consultation Details

Document 5 Concept Site Plan and Landscape Plan

Document 6 Concept Renderings

## **CONCLUSION**

The proposed development increases housing choices on a site immediately adjacent to a rapid transit station. Development of the site will also increase publicly accessible open space and enhance active transportation connections through the neighbourhood and to the rapid transit station. The increased building height is appropriate given the proximity to the rapid transit station and the development represents good planning.

**DISPOSITION**

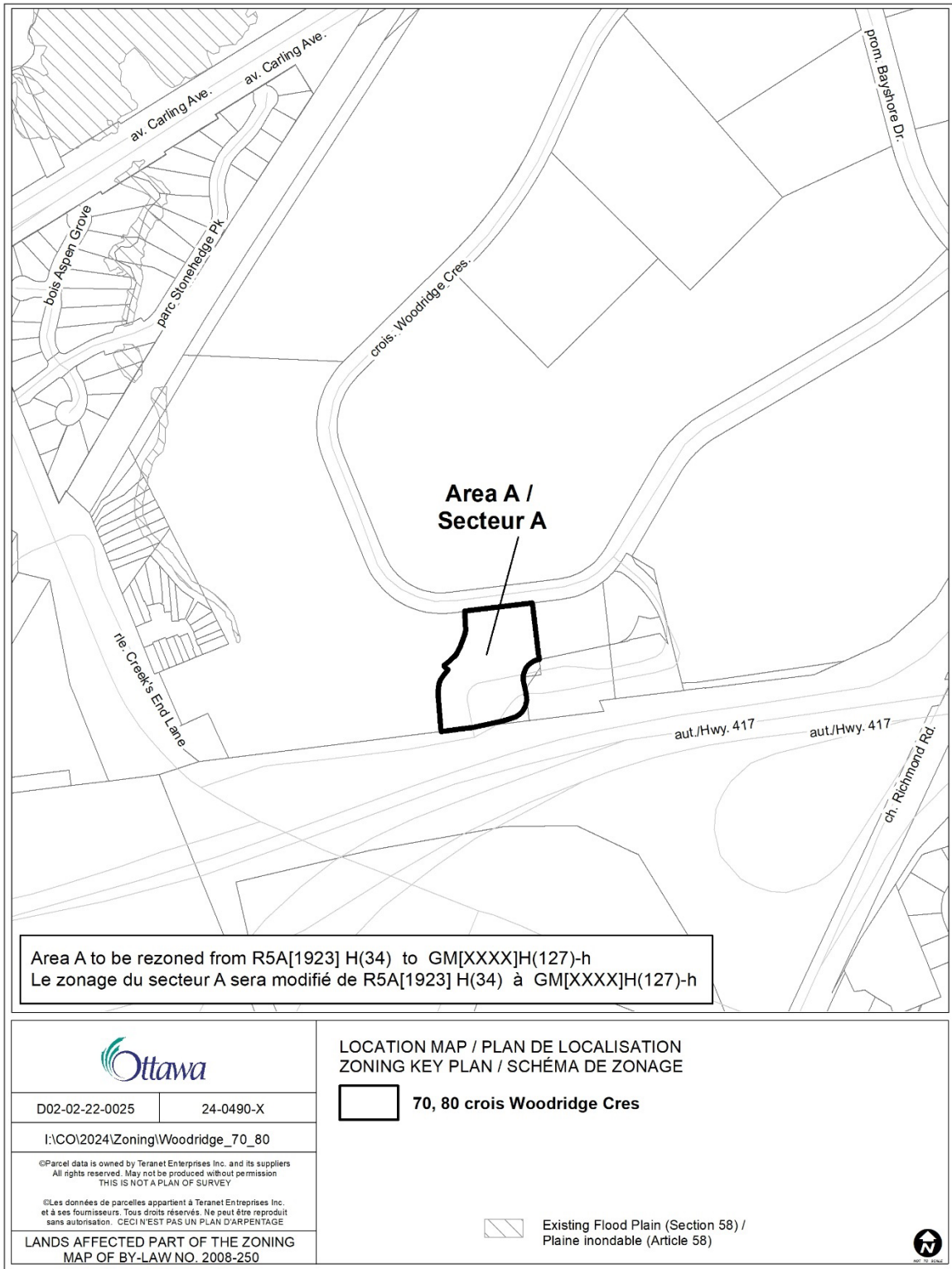
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan



Area A to be rezoned from R5A[1923] H(34) to GM[XXXX]H(127)-h  
 Le zonage du secteur A sera modifié de R5A[1923] H(34) à GM[XXXX]H(127)-h

		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0025	24-0490-X		70, 80 crois Woodridge Cres
I:\CO\2024\Zoning\Woodridge_70_80			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartient à Teranet Enterprises Inc.                  et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit                  sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
LANDS AFFECTED PART OF THE ZONING MAP OF BY-LAW NO. 2008-250		Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	

**Document 2 – Details of Recommended Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**

**INDEX**

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## **THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

### **PART A – THE PREAMBLE**

Purpose

Location

Basis

### **PART B – THE AMENDMENT**

Introduction

Details of Amendment

Implementation and Interpretation

### **PART C – ANNEXES**



## **PART A – THE PREAMBLE**

### **Purpose**

The purpose of this amendment is to add a new Schedule and to amend the Area Specific Policies within Volume 2C of the Official Plan to permit a high-rise mixed-use development at 70 and 80 Woodridge Crescent. The proposed amendment is summarized below:

- 2.1 Add a new Schedule entitled “Area Specific Policy 10.A – 70 and 80 Woodridge Crescent”.
- 2.2 Amend Area Specific Policy 10 – Bayshore Shopping Centre and Accora Village Community by adding a subsection 10.3 to address minimum and maximum building heights, minimum lot coverage, minimum area required for publicly accessible open space and requirements for active transportation connections for 70 and 80 Woodridge Crescent.

### **Location**

The proposed Official Plan Amendment applies to the lands municipally known as 70 and 80 Woodbridge Crescent, as shown in Document 1. The subject lands are located on the south side of Woodridge Crescent, west of Bayshore Shopping Centre, north of Highway 417 and the Bayshore Transit Station in Bay Ward (Ward 7). Immediately abutting the subject lands to the east is 60 Woodridge Crescent, a vacant parcel that has been approved for a high-rise development.

### **Basis**

The amendment to the Official Plan was requested by the applicant to remove the prerequisite for a Secondary Plan on this portion of Ferguslea Properties Ltd’s broader landholdings to permit the development of two high-rise mixed-use buildings of 37 and 40 storeys on the subject site. The proposed development will also include a park, Privately-Owned Public Space (POPS), or combination thereof, as well as pathways for active transportation and for maintenance access to any conveyed publicly owned spaces.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

## 2. Details

The City of Ottawa Official Plan, Volume 2C, Area Specific Policies, is hereby amended as follows:

2.3 Volume 2C – Add a new Area-Specific Policy Schedule for “Area Specific Policy 10.A – 70 and 80 Woodridge Crescent”.

2.4 Volume 2C – Area Specific Policy 10 – Bayshore Shopping Centre and Accora Village Community is amended by adding a subsection 10.3, as follows:

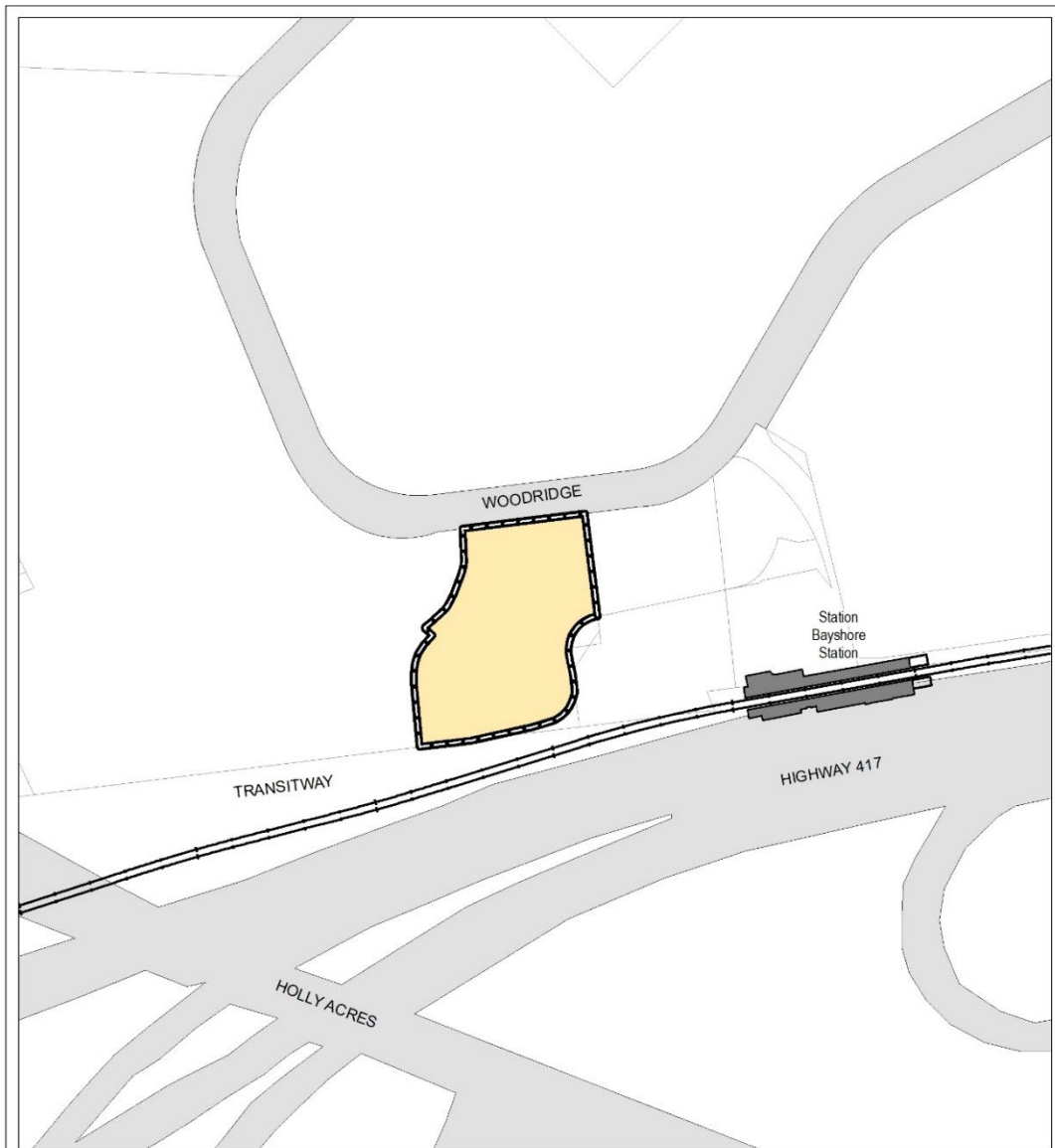
Policy 10.1 does not apply to the lands identified on Area Specific Schedule 10.A – 70 and 80 Woodridge Crescent, and the following policies shall apply:

- a) Taller buildings up to a maximum 40 storeys in height and varying in height are permitted; and,
- b) Notwithstanding Policy 6.1.2.4) a) in Volume 1 of the Official Plan, the minimum building heights and lot coverage requirements are not less than four storeys with a minimum lot coverage of 30 per cent, and shall include the following public realm improvements:
  - i) A minimum 1500 square metres of publicly accessible open space, in the form of a public park, Privately-Owned Publicly Accessible Space (POPS), or combination thereof; and,
  - ii) A Multi-Use Pathway (MUP) along the south side of the property which shall be provided in addition to, and not be credited toward any required parkland dedication or POPS outlined in i) above; and,
  - iii) A convenient, safe and publicly accessible access for pedestrians and for maintenance to any publicly owned land between Woodridge Crescent and the Transitway station; and,
  - iv) Demonstration that wind conditions on the public realm, including any conveyed parkland, Privately-Owned Public Space, Multi-Use Pathways, and any outdoor amenity space as required by the Zoning By-law, are suitable for their intended use.

## 3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

**PART C – ANNEXES**



**Bayshore Shopping Centre and Accora Village Community**  
AREA-SPECIFIC POLICY  
AREA 10 – VOLUME 2C  
Schedule 10.A – 70 and 80 Woodridge Crescent

**Centre commercial Bayshore et collectivité du village d'Accora**  
POLITIQUE PROPRES À UN SECTEUR DONNÉ  
ZONE 10 – VOLUME 2C  
Annexe 10.A – 70 et 80, croissant Woodridge



++ O-Train



0 0.125 0.25 0.5 0.75 1 Kilometers

Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions  
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions

### Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 70 and 80 Woodridge Crescent:

1. Rezone the lands as shown on Document 1 from R5A[1923] H(34) to “GM[XXXX] H(127)-h”.
2. Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “XXXX”
  - b) In Column II, Applicable Zones add the text “GM[XXXX] H(127)-h”
  - c) In Column IV, Prohibited Uses, add the text:
    - i. Drive-through facility
    - ii. Stacked dwelling
    - iii. Townhouse dwelling
  - d) In Column V, Provisions, add the text:
    - i. Minimum front yard setback: 3.5 metres
    - ii. Minimum interior side yard setback abutting a GM zone: 5.0 metres
    - iii. Minimum setback from a property line abutting a park: 5.0 metres
    - iv. Minimum setback for any above or below grade structures and for any loading spaces from a property line abutting Highway 417: 14.0 metres
    - v. Section 187(3)(g) does not apply.
    - vi. Despite Section 77(3)(c), the minimum interior side yard setback for a tower abutting a GM zone: 12.4 metres
    - vii. For any portion of a building above the fourth storey or 15 metres, whichever is less, a building must be setback an additional minimum 2 metres more than a provided setback.
    - viii. Balconies may not project any closer than:
      - a. 6.5 metres from a property line abutting a park.
      - b. 5 metres from a property line abutting Woodridge Crescent.

- ix. Minimum building height: Four storeys and 15 metres.
- x. Maximum number of buildings ten-storeys or higher: Two
- xi. Maximum tower floorplate: 800 square metres
- xii. Minimum bicycle parking: One space per dwelling unit.
- xiii. Loading spaces must be screened from view by an opaque screen with a minimum height of 2.0 metres from any public street, park or privately-owned public space.
- xiv. The Holding Symbol shall not be lifted until a Site Plan Control application is approved, including the execution of an agreement pursuant to Section 41 of the *Planning Act*, to the satisfaction of the General Manager, Planning, Development and Building Services, and will satisfy the following:
  - a. A minimum of 1500 square metres of publicly accessible open space, in the form of a public park, a Privately-Owned Public Space with a registered public access easement, or a combination thereof, and,
  - b. Construction of, or a cash payment contribution toward, a Multi-Use Pathway(s) (MUP), along the south side of the property, which shall be in addition to, and not be credited toward any required parkland dedication or POPS outlined in a. above.
  - c. Construction of, and conveyance of a registered public access easement to provide access for pedestrians and for maintenance to any publicly owned land between Woodridge Crescent and the Transitway station; and,
  - d. Demonstration that wind conditions on the public realm, including any conveyed parkland, Multi-Use Pathways, Privately-Owned Public Space, and outdoor amenity space as required by the Zoning By-law, are suitable for their intended use through the implementation of any required mitigation measures as identified in a Wind Study prepared pursuant to the City of Ottawa Terms of Reference.

## Document 4 – Consultation Details

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan Amendment and Zoning By-law Amendments. A public information session was hosted by the Ward Councillor on March 20, 2024. At the virtual meeting, the applicant team presented the proposal and answered questions from attendees. Attendees asked questions about shadowing, unit mix and affordability, traffic management, stormwater management and sustainable design. The themes covered at the meeting are matters that will be further evaluated during the site plan control process and detailed design.

Two submissions were also received with concerns related to tower separation, increased traffic, and school capacity.

### Public Comments and Responses

#### Comment:

The road is too narrow and there is not enough parking as it is. This makes the streets even more dangerous.

#### Response

The site is directly adjacent to a rapid transit station. The development proposes to expand the active transportation network, enhancing street safety and providing better connections to transit in the neighbourhood. It is anticipated that these public realm improvements will encourage people will walk, cycle and use transit, relieving pressures on parking.

#### Comment:

The schools are overflowing as it is with students. With the already over-crowded schools, how is hundreds of more children a good idea? There really is no room to expand safely in the area.

#### Response:

Ottawa school boards are circulated on development applications to ensure they are made aware of planned development and plan accordingly.

Comment:

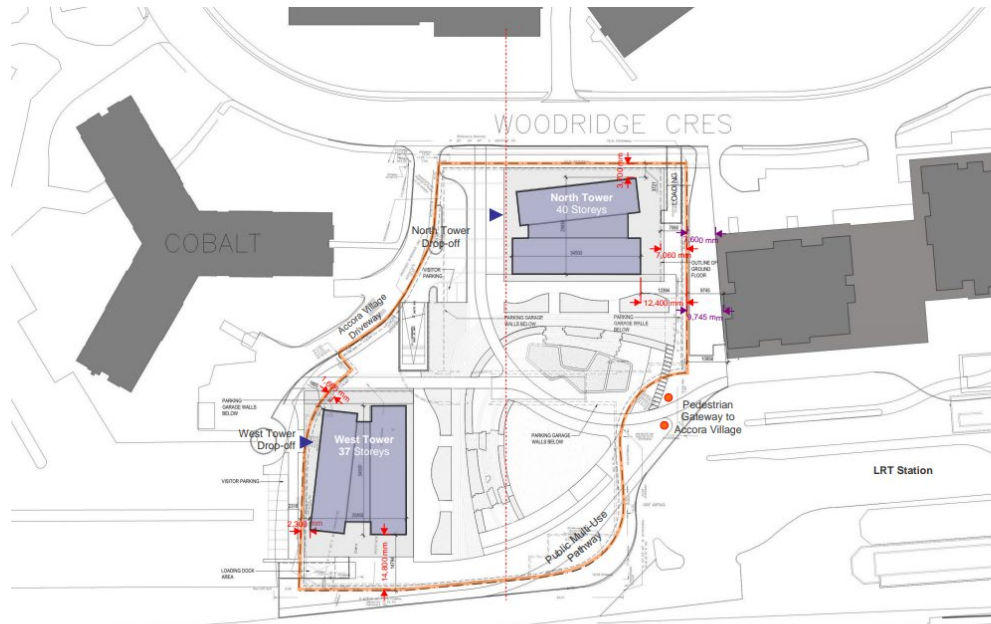
Concerned about tower separation between the proposed development and the approved development to the east at 60 Woodridge Crescent.

Response:

The initial submission proposed a setback of the tower from the east property line of 3.729 metres. The subsequent submission addressed this concern and increased the setback to ensure adequate tower separation between the proposed development and the approved development at 60 Woodridge Crescent. The recommended zoning details require a minimum 12.4 metre setback to ensure adequate tower separation.



### Document 5 – Concept Site Plan and Landscape Plan



TECHNICAL SITE PLAN  
Building Setbacks



LANDSCAPE SITE PLAN  
The Gateway to Accora Village



Document 6 – Concept Renderings



**Subject: Demolition Control By-law Amendment**

**File Number: ACS2024-PDB-PS-0078**

**Report to Planning and Housing Committee on 3 July 2024**

**and Council 10 July 2024**

**Submitted on June 21, 2024 by Derrick Moodie, Director, Planning, Services,  
Planning, Development and Building Services Department**

**Contact Person: Erin O'Connell, Planner III, Development Review All Wards**

**613-868-9191, Erin.O'Connell@ottawa.ca**

**Wards: 12,13,14,15, and 17**

**Objet : Modification apportée au Règlement sur le contrôle des démolitions**

**Dossier : ACS2024-PDB-PS-0078**

**Rapport au Comité de la planification et du logement**

**le 3 juillet 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 21 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Erin O'Connell, Urbaniste III, Examen des demandes  
d'aménagement tous les quartiers**

**613-868-9191, Erin.O'Connell@ottawa.ca**

**Quartier: 12,13,14,15, and 17**

## **REPORT RECOMMENDATIONS**

**That Planning and Housing Committee recommend Council approve an amendment to the Demolition Control By-law 2012-377 related to development applications and timing for demolition permits.**

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement sur le contrôle des démolitions (Règlement n° 2012-377), en ce qui concerne les demandes d'aménagement et le calendrier relatif aux permis de démolir.**

## **BACKGROUND**

Section 33 of the *Planning Act* permits the establishment of demolition control area by by-law and includes permissions for conditions to be incorporated into demolition permits.

The Demolition Control By-law (2012-377) was enacted by Council in 2012 and does not permit a demolition permit for residential dwellings until the issuance of a building permit. The intent of this is to maintain the integrity of existing neighbourhoods within the designated area by preventing the premature loss of housing stock and the creation of vacant parcels of land. Demolition Control exists only in Wards 12,13,14,15, and 17. Where an applicant wishes to demolish prior to a building permit being issued, they can apply for a demolition control application and staff may impose conditions associated with the demolition.

The intention is that demolition is not permitted until there is clear intent to construct on a property. Currently, this intent is shown through the issuance of a building permit.

However, applicants to the Committee of Adjustment have identified a particular challenge for situations for Consent to Sever (severance) applications where one building on a site is replaced by two or more buildings.

When a severance application is before the Committee of Adjustment, city staff recommend a condition to demolish the existing dwelling so that a new lot line is not created where a dwelling currently exists.

Because demolition control prevents the issuance of a demolition permit until a building permit has been issued, it typically means a delay in timing between when a severance is granted and work begins on the site for new development. Two building permits cannot be issued on one lot due to zoning restrictions. Applicants are reluctant to commence building permit work until they have a confirmed Committee of Adjustment

approval. The end result is that the timelines for development on new lots to adhere to demolition control are approximately two months longer than if demolition was permitted earlier. Similar conditions likely exist for other *Planning Act* applications including Subdivision, Site Plan, and Part-Lot Control.

### **Location**

This proposed amendment would impact issuance of demolition permits on sites with applications for Plan of Subdivision, Site Plan, Part-Lot Control or Consent to Sever in wards where demolition control applies, namely Wards 12,13, 14, 15, and 17.

### **Summary of proposed amendment**

The proposed amendment is to permit a demolition permit where a severance or other *Planning Act* application has been approved, prior to the issuance of the building permit. This would permit applicants to undertake demolition concurrently to the completion of the severance or other development application process.

### **DISCUSSION**

This recommendation is proposed for efficiencies in the severance and development process for both applicants and city staff. Applicants have identified a procedural challenge with the Demolition Control By-law that has created a barrier to efficient development.

Other options that have been considered include:

1. Do nothing and continue to require that a demolition permit can not be issued prior to issuance of a building permit. This will continue to pressure staff resources and efficiencies of site development.
2. Issue a demolition permit once the building permit application has been submitted, but not yet issued. This would potentially save one month of time, whereas the proposed recommendation would potentially save two months of time on the development process.
3. Broaden the review of the Demolition Control By-law. Through discussion, it has become apparent that there is concern that the Demolition Control By-law is not accomplishing what it originally set out to do. Delay has occurred in issuance of demolition permits, without measurement about whether the process actually results in habitable dwellings remaining longer on future development sites. However, this subject intended recommendation is a minor amendment to the Demolition Control By-law and staff did not have the current resources to undertake a comprehensive review of the Demolition Control By-law at this time.



4. Remove Demolition Control entirely or place a moratorium on its application and monitor the results. This is the most simplistic option, and would result in efficiencies in development process, however staff do not recommend this option without further review to determine how the process is working on all application types currently. It should be noted that there have been a number of motions to Council since 2020 to remove Demolition Control without application process, and so this may warrant a greater review of whether Demolition Control is accomplishing its original intent.
5. Permit demolition permits as part of Development Agreements that often form a condition of an application to severance. Legal Staff have identified that Planning staff can permit demolition (Part V.8 2) of the Demolition Control By-law), which could include a development agreement. However, demolition permits are often issued prior to the conditions of development applications (including a Development Agreement), and so this would not save any time in the process.

### **Other Municipalities**

From a limited review, it appears that many municipalities do not have Demolition Control By-laws in place. Some larger municipalities including Toronto and Hamilton have implemented Demolition Control as permitted through subsection 33(2) of the *Planning Act*, R.S.O. 1990, c. P. 13.

The [City of Hamilton Demolition Control By-law](#) includes a clause to permit demolition where, “Demolition of the Residential Property is a condition of an approved Consent to Sever and all other conditions of the approved Consent to Sever have been met.” Similar permissions are referenced to Site Plan Control and Draft Plan of Subdivision approvals.

Staff have considered an amendment to the Demolition Control By-law that mirrors that, however without the reference to all other conditions being met. Waiting until all other conditions of the approved severance have been met would gain limited efficiencies in the process, as the clearing of conditions typically takes several months.

### **Official Plan designation(s)**

The Official Plan 2.2.1 includes direction for intensification within the built-up urban area through creation of new lots at a higher density than currently exists.

### **Other applicable policies and guidelines**

On April 3, 2024, Council approved a [Housing Accelerator Fund Spending Plan](#) which included ten initiatives. One of those initiatives was to streamline planning approvals.

The subject amendment to the Demolition Control By-law will remove a barrier to potential housing supply, consistent with the intent of this initiative.

### **Heritage**

Heritage Planning staff have reviewed the proposed amendment and have no concerns as there are other mechanisms under the Ontario Heritage Act to protect heritage buildings from demolition. Staff in Heritage Planning work collaboratively with Planning Services staff to identify heritage issues when comments are submitted to the Committee of Adjustment and when conditions are created for approvals under delegated authority for draft plan of subdivision, site plan, and part-lot control application.

### **Rationale for Change Proposed**

The current timeline for severance applications where one building is replaced by two or more on a site (as provided by a frequent applicant and member of Greater Ottawa Home Builders Association) is roughly:

<b>Task</b>	<b>Completed</b>
Submit applications to C of A House is vacant - disconnect services and utilities in preparation for demolition	Day 30
Hearing at C of A	Day 90
Appeal Period	Day 120
Building permit work commissioned Building permit issued Demolition permit issued and site preparation	Day 210
Conditions cleared Severance finalized Second building permit issued	Day 270
Start construction on one or both buildings	Day 300

Staff are proposing a change to the Demolition Control By-law that would permit the issuance of a demolition permit once a severance decision, or other application decision, is in full force and effect (following the appeal period). The anticipated change to process (changes in italics) would be:

<b>Task</b>	<b>Completed</b>
Submit applications to C of A  House is vacant - disconnect services and utilities in preparation for demolition	Day 30
Hearing at C of A	Day 90
Appeal Period	Day 120
Demolition permit issued and site preparation  Building permit work commissioned  Building permit issued – possible construction start	Day 150
Conditions cleared  Severance finalized  Second building permit issued	Day 210
Start construction on one or both buildings	Day 240

The proposed amendment would allow for work on site associated with demolition to occur concurrent with building permit preparation and issuance and is estimated to shorten the overall timeline for development by approximately two months.

Currently, applicants are frequently staggering building permits and construction work in order to begin work expeditiously or are proceeding through a conditional building permit process, an extra administrative step with Building Code Services to address this situation. Staggering the issuance of building permits means increased work for staff in Building Services who may need to review and issue near identical building permit reviews and inspections instead of performing these tasks concurrently. Conditional building permits include an additional step in the building permit process.

Because of the potential improvement in overall time for development, this change is anticipated to improve the possibility of applicants pulling building permits for work at



the same time, and starting on two similar building permits at the same time, potentially improving efficiencies for applicants and Building Services Staff.

The intent of this proposed change is to improve the timelines for new construction and find efficiencies in steps related to a severance and other *Planning Act* applications where the result is that one building is replaced by two or more.

### **Extent of Applicable Situations**

To determine the extent of the subject situation, severance applications that included the applicable condition for demolition of an existing building were reviewed in Urban Wards between January 1, 2020 and December 31, 2023, with the following quantity noted: seven in Ward 12, 17 in Ward 13, two in Ward 14, 32 in Ward 15 and 15 in Ward 17.

For a total of 73 applications over a four-year period, or an average of 18 per year. Given that severance applications being referenced result in a minimum of two buildings where there was once one, resulting potential efficiencies on 36 new buildings, significantly more number of dwelling units, with efficiencies not including additional staff resources that are spent on staggered building permit review or conditional permitting processes.

Staff estimate the situation would occur infrequently for Plan of Subdivision, Site Plan, and Part-Lot Control applications, but recommend that these applications should also benefit from the opportunity for streamlining, should it arise.

### **Risks**

One risk identified is that residents will be vacated from properties intended for demolition earlier than is current process.

While the original intent of the Demolition Control By-law was that properties remain occupied until the issuance of a building permit, this cannot be regulated. Anecdotal information provided by applicants is that as soon as development applications are made, subject properties are already vacant, so this change will not increase the time a property sits vacant, and by improving efficiencies in process, may actually decrease the time between when it is vacant and when new dwelling units are available.

A second risk is that applicants will opt to demolish buildings and not complete the severance process, resulting in vacant lands. The risk is that permitting demolition following the application does not provide certainty that construction will follow.

The risk for applicants not proceeding with construction exists in the current process, and there is relative certainty that sufficient resources have been expended in the

preparation and issuance of a building permit so that construction is imminent. There always has been the risk that because only one building permit is required in order to issue the demolition permit, construction may proceed on one building only, so the current process does not eliminate the potential for vacant lots.

With the proposed amendment, it is noted that the Committee of Adjustment also requires submission of concept plans, and often involves hiring planning, engineering consultants and architects to justify applications. Other applications referenced (Subdivision, Site Plan Control, Part-Lot Control) include submission and review of plans and studies most often greater than those required for the Committee of Adjustment. There is no guarantee in either the current or proposed process that construction will ensue, as matters including financing, market forces and others are out of the control of City staff.

A third risk is that applicants may proceed with demolition to avoid paying vacant unit tax. The intent of this subject amendment is to assist with dwelling unit creation earlier, effectively resulting in fewer vacant units, as intended by the City.

If the proposed Demolition Control By-law and resulting process change yields numerous premature vacancies of existing dwelling units, the by-law can be amended again to reverse the change.

Staff feel that the potential efficiencies in process warrant the proposed change and outweigh potential risks, and that the change still meets the intent of the Demolition Control By-law to have some indication of intent for construction plans prior to permitting demolition.

### **Future Steps**

A broader review of the Demolition Control By-law may be warranted to determine if it is accomplishing its original intent.

### **CONSULTATION**

Staff have consulted with internal stakeholders and the Greater Ottawa Homebuilders Association on the proposed change.

Public notification has been done consistent with process for City or Area Wide Amendments in the Public Notification and Consultation Policy for Development Applications in that notification has been provided prior to the Committee meeting where this amendment is being considered.

## COMMENTS BY THE WARD COUNCILLORS

Councillor Menard provided the following comment:

Recent legislative changes in Ottawa have been introduced to better manage and deter vacancy in our city. The vacant building permit system is one example. The presence of vacant and derelict sites in Ottawa had become a burden for property standards enforcement, and there were related health and safety concerns that were not being effectively mitigated. This led, at first, to property standards rules being strengthened, and tax breaks being phased out for these properties.

The problems were still not adequately tempered or resolved, and the most recent bylaw review led to the establishment of a permit system that would help fund enhanced enforcement on these properties. It is still too early to evaluate the efficacy of this new system. One of the hoped for outcomes of this permit system is to see properties redeveloped, and land being put to productive use.

Similarly, a vacant unit tax has recently been introduced by the city to deter property owners from maintaining vacant residential units, and to put more residential units to be put back on the market.

The demolition control bylaw, for its part, also encourages redevelopment and the productive use of land in our urban core by requiring a building permit to be submitted before a demolition can take place. We do this to discourage vacant lots in the heart of our city. Waiving the building permit requirement in the scenarios proposed by this report is supportable, then, if an additional condition is provided for.

Specifically, there needs to be a condition established that, after a certain timeline, if no building permit is applied for, then the owner of the site should maintain the now vacant lot as accessible greenspace or POP or an escalating vacant charge that could apply. This is already something that has been negotiated for one-off scenarios in the past. It should be made policy, therefore, with a proposed blanket exemption such as what is proposed in this report.

If these waivers do lead to new housing supply, which is the objective, then this additional condition will be moot. However, if no submission for a building permit comes forward, then this condition prevents the undesirable outcome of inaccessible vacant lots, and all the problems and opportunity costs that come with them. Such a condition would also discourage owners from pursuing this route to avoid paying the VUT, or avoid adhering to the requirements of a vacant building permit, on an existing site.

In other words, we should be careful to ensure that this policy change does not in any way undermine our existing policies meant to deter vacancy in our city. Having a

condition in place for scenarios where no building permit materializes after a reasonable amount of time has passed is one way to accomplish this while still achieving the objectives of this report.

Councillors Plante, Troster, Leiper, and King are aware of this report.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation. The amendment is intended to streamline the development application process.

### **RISK MANAGEMENT IMPLICATIONS**

There are risk implications. These risks have been identified and explained in the report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all

This strategic objective aims to increase housing supply, support intensification, and streamline approvals.

### **SUPPORTING DOCUMENTATION**

Document 1 – Recommended Amendment to Demolition Control By-law

### **DISPOSITION**

Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

**Document 1 – Recommended Amendment to Demolition Control By-law**

Change proposed to Demolition Control By-law 2012-377

Amend Part IV 7. (1) to the following:

**PART IV – APPLICATION WHERE A BUILDING PERMIT FOR THE REPLACEMENT BUILDING HAS BEEN ISSUED**

7. (1) Where a building permit has been issued to erect a replacement building on the site of a residential property, or where demolition of the dwelling is a condition of an approved Subdivision, Site Plan, Part-Lot Control or Consent to Sever application

and

(a) In respect of a consent to sever, a provisional decision has been made and either such provisional decision is not appealed or the appeal is finally successfully resolved to permit the consent to sever;

(b) In respect of Part Lot Control, delegated approval has been granted;

(c) In respect of a proposed subdivision, draft approval has been granted and has not been appealed; or

(d) In respect of site plan control, site plan approval has been given,

a person may apply to the Chief Building Official for a demolition control permit, and the Chief Building Official shall issue the demolition control permit.

**Subject: Official Plan Monitoring – 2022 Draft Baseline Report**

**File Number: ACS2024-PDB-PS-0080**

**Report to Planning and Housing Committee on 3 July 2024**

**Submitted on June 21, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Maddie Harreman-Fernandes, (A) Planner II, Research and  
Forecasting**

**613-580-2424 ext.16936, Maddie.Harreman-Fernandes@ottawa.ca**

**Ward: Citywide**

**Objet : Rapport référentiel 2022 sur la surveillance du Plan officiel**

**Dossier : ACS2024-PDB-PS-0080**

**Rapport au Comité de l'urbanisme et du logement**

**le 3 juillet 2024**

**Soumis le 21 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Maddie Harreman-Fernandes, (I) Urbaniste II, Recherche et  
prévisions**

**613-580-2424 ext.16936, Maddie.Harreman-Fernandes@ottawa.ca**

**Quartier : À l'échelle de la ville**

**REPORT RECOMMENDATION(S)**

**That Planning and Housing Committee receive this report for information.**

**RECOMMANDATION(S) DU RAPPORT**

**Que le Comité de la planification et du logement prenne connaissance de ce  
rapport pour information.**

## EXECUTIVE SUMMARY

The Official Plan (OP) Monitoring Report is a new information report that tracks specific data indicators to monitor the effectiveness of the OP's policies and assess whether the City is on track to meeting its ambitious goals and objectives. Data indicators were selected based on criteria including future reportability. Two types of indicators are included: target indicators for those that are directly measurable against a target; and trend indicators that measure the progress direction towards a goal or objective. The 2022 report establishes a baseline to measure trend indicators over time and is also a draft as a basis for further consultation with external stakeholders.

The report includes 19 indicators in the categories of growth management; economic development; mobility; urban and community design; and climate, energy and public health data, all with differing stages of progress:

- Eight are meeting or exceeding OP targets or objectives
- Six demonstrate that progress is being made but are not currently meeting OP targets or objectives
- One shows that no or minimal progress is being made towards OP targets or objectives
- Four do not currently have enough information to assess performance towards OP targets or objectives

Overall, the OP is performing well when it comes to economic development and mobility indicators as well as aspects of growth management related to intensification and land supply. Indicators show that the City could improve in achieving climate, energy, and public health goals, as well as other growth management policy objectives related to providing adequate and affordable housing options.

Staff will review indicators to identify what improvements can be made to advance policy goals and, over time, inform OP policy review. Future reports may also include new indicators or updates to existing indicators as new data sources become available.

## RÉSUMÉ

Le Rapport sur la surveillance du Plan officiel (PO) est un nouvel outil d'information qui permet de suivre des indicateurs statistiques spécifiques pour surveiller l'efficacité des politiques du PO et pour savoir si la Ville est en bonne voie d'atteindre ses ambitieux buts et objectifs. Nous avons sélectionné les indicateurs statistiques d'après des critères comme la déclarabilité projetée. Nous avons tenu compte de deux types

d'indicateurs : les indicateurs cibles pour les aspects directement mesurables par rapport à une cible; et les indicateurs tendanciels, qui mesurent les progrès accomplis dans la réalisation des buts ou des objectifs. Le rapport de 2022 constitue un référentiel qui permet de mesurer les indicateurs tendanciels au fil du temps; ce rapport constitue également un texte provisoire, qui permettra de tenir une autre consultation auprès des intervenants externes.

Ce rapport comprend 19 indicateurs dans les catégories de données sur la gestion de la croissance, sur le développement économique, sur la mobilité, sur l'esthétique urbaine et communautaire, ainsi que sur le climat, l'énergie et la santé publique; tous ces indicateurs se situent à différentes étapes de l'avancement :

- huit respectent rigoureusement ou largement les cibles ou les objectifs du PO;
- six démontrent qu'on accomplit des progrès, sans toutefois respecter, à l'heure actuelle, les cibles ou les objectifs du PO;
- un indicateur permet de constater qu'il n'y a pas de progrès ou que les progrès sont minimes dans la réalisation des cibles et des objectifs du PO;
- quatre indicateurs ne donnent pas suffisamment d'information, à l'heure actuelle, pour évaluer le rendement par rapport aux cibles ou aux objectifs du PO.

Dans l'ensemble, le PO donne de bons résultats du point de vue des indicateurs du développement économique et de la mobilité, ainsi que des aspects de la gestion de la croissance se rapportant à la densification et à l'offre de terrains. Les indicateurs nous apprennent que la Ville pourrait améliorer la réalisation des objectifs portant sur le climat, sur l'énergie et sur la santé publique, ainsi que d'autres objectifs liés à la politique sur la gestion de la croissance lorsqu'il s'agit d'offrir des options pour l'aménagement de logements adéquats et abordables.

Le personnel reverra les indicateurs pour connaître les améliorations à apporter dans la réalisation des objectifs de la politique et pour éclairer, au fil du temps, l'examen des politiques du PO. Les prochains rapports pourraient aussi comprendre de nouveaux indicateurs ou faire état des mises à jour apportées aux indicateurs existants lorsqu'on pourra consulter de nouvelles sources de données.

## **BACKGROUND**

Since the initial release of the draft Official Plan (OP), a commitment has been made to monitor the progress of the OP. Public feedback during the OP process asked how the City will monitor and demonstrate success at fulfilling the plan's ambitious goals and objectives. Policy 11.9 of the adopted OP also provides direction to continually monitor



the effectiveness of the plan's policies to determine if the City is on track to meet its strategic directions and objectives.

Growth management aspects of the previous and current OP are currently monitored through a series of reports published every year or every two years, such as the Annual Development Report (ADR) and land surveys that correspond to vacant residential and industrial lands. Staff will revise the 2022, and subsequent versions, of the ADR to supplement the new OP Monitoring Report. The ADR will continue providing updates on other development and economic data indicators for Ottawa and the Regional Market Area that are not directed-related to OP policies and objectives but provide additional context regarding demographic and economic changes.

## **DISCUSSION**

This draft monitoring report establishes a baseline of currently available data indicators that can be measured over time to assess the progress of Official Plan policies, goals, and objectives. The reporting period for this report is from 2018 to 2022, with certain growth management indicators measured mid-year to mid-year from July 1, 2018, to June 30, 2022, to allow for direct comparison with Official Plan projections which are mid-year.

From this baseline data, staff can measure progress towards meeting OP goals and objectives. The data indicators included in this report were selected based on if:

- they could be used to measure a specific OP policy or policies
- had data readily available
- could be tracked over time

There are other policies, goals, and objectives within the OP that are measurable, but do not currently have data available to measure or would be too difficult to measure with the resources currently available.

Not all indicators can be measured the same way. Some OP policies have clear targets for comparison, while others can only be assessed by observing trends towards OP goals and objectives. Therefore, this report includes two types of data indicators:

- Target Indicators: These directly measure progress towards an OP target (e.g. an urban forest canopy cover of 40 per cent).
- Trend Indicators: These measure the general direction of progress towards OP goals and objectives (e.g. a decrease in the number of collisions resulting in fatality or major injury).

Lastly, while some data indicators can be measured annually, some data sources are updated less frequently (e.g. every five years). The dates that data was last updated are included within the report.

## Performance Report

The OP Monitoring report includes a Performance Report at the beginning to summarize the status of Official Plan (OP) policy indicators and assesses progress in achieving the targets and objectives set out in the OP. A few highlights include:

- **Residential Land Available:** Ottawa has 25 years or 2,123 hectares of greenfield land available for residential growth of which over six years or 716 hectares is serviced as of July 1<sup>st</sup>, 2022. This supply exceeds the **Provincial Planning Statement** (PPS) requirements of a 15-year minimum of residential land supply and a three-year supply of serviced land ready for development.
- **Intensification:** An intensification rate of 64 per cent was achieved between July 1<sup>st</sup>, 2021, and June 30<sup>th</sup>, 2022, exceeding the five-year Official Plan target of 45 per cent for July 1<sup>st</sup>, 2022, to June 30<sup>th</sup>, 2026.
- **Rental Market:** According to the 2022 Canadian Mortgage and Housing Corporation (CMHC) Rental Market Report, the rental vacancy rate for all categories of dwellings was 2.1 per cent, which is below the 3 per cent Official Plan target.
- **Industrial Land:** As of July 1<sup>st</sup>, 2022, Ottawa has 469 net hectares of Industrial and Logistics designated land available to meet projected job growth to 2046 in accordance with the Provincial Policy Statement.

## Further Consultation and Research

This report is a draft for consultation with external stakeholders, such as the Federation of Citizens' Associations of Ottawa (FCA), the Greater Ottawa Home Builders' Association (GOHBA), and post-secondary institutions, to receive feedback and potentially identify additional sources of data for monitoring. This is in preparation for the 2023 update of the OP Monitoring Report which is scheduled for Q4 2024.

Staff have consulted with multiple units and departments internally to identify potential indicators to monitor OP policies. Several additional indicators were identified, however, they could not be included within this baseline report because the data is not currently available, is too difficult to track with current tools and resources, or further consultation and research is needed with external groups. The next steps to evaluate these potential indicators are as follows:

### Climate Change

There are currently gaps in available indicators for the reduction of greenhouse gas emissions through land use, transportation, and energy planning. Staff will consult with utility partners on which energy planning metrics are appropriate and regularly reported. Annual tracking of electric vehicle charging stations began in 2023 and transportation mode shares from the City's most recent Origin-Destination survey can be reported following the new Transportation Master Plan (TMP). Lastly, the City's new Land Management Software (LMS) will include trackable High-performance Development Standard (HPDS) metrics once the software is launched for Planning, Development and Building Services.

### Urban Design

Staff are currently identifying potential indicators to measure Urban Design policies that are appropriate and feasible to track for future OP monitoring reports. Potential indicators might include the number of projects reviewed by Public Realm and Urban Design Staff and the Urban Design Review Panel, the number of patio permits issued to help animate the City's public realm, and reporting on award winning public spaces and built form projects which exemplify design excellence at a local, national, and international level.

### Tree Canopy

Staff will report to Council in the fall on the five-year update to the Forest Canopy Cover study. It will include canopy cover as of 2022 and the change in canopy cover from 2017 to 2022, including breakdowns for wards and neighbourhoods. Due to the slow rate of change in canopy cover, it is not possible to provide meaningful reports more frequently than every five years.

With respect to access to Greenspace, the metrics are established in Section 4.8.3(2) of the Official Plan:

- Within a five-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- Within a ten-minute safe walking distance (800 metres), two green public spaces;
- Within a 15 minutes trip by transit, a publicly-owned natural area.

Staff intend to compile a first report on these metrics as part of the work on the Greenspace and Urban Forest Management Plan. However, work on that plan has been delayed for more than a year due to staff resource challenges. Staff availability is

currently being evaluated following the recent restructuring.

In addition, staff will review indicators that are reporting no or minimal progress and what improvements can be made for the next report.

### **Performance Tracking Tool**

A motion at Joint Committee in October 2021 directed staff to investigate the cost, feasibility and staff resources to develop an accessible, easy to use, publicly available tracking tool on Ottawa.ca that provides transparency regarding the City's performance in achieving the goals set out in the Official Plan as part of the Official Plan Monitoring Report.

In response to this motion, staff propose to post the Performance Report from the OP Monitoring Report to quickly summarize the status of OP policy indicators and assess progress in achieving the OP's targets and objectives, conceptually shown in Document 2.

Staff intend to create an interactive version of this performance report table on Ottawa.ca where each indicator includes a link to the relevant page within the report for more information. This tool can be developed and posted on Ottawa.ca with existing resources.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications with receiving this report.

### **LEGAL IMPLICATIONS**

The submission of this report is in compliance with Official Plan policy.

### **COMMENTS BY THE WARD**

This is a City-wide report – not applicable.

### **CONSULTATION**

Staff is to consult with external stakeholders regarding this draft OP Monitoring Report to explore the potential for new indicators and additional data.

### **ACCESSIBILITY IMPACTS**

As Ottawa continues to develop, the City is committed to ensuring accessibility for persons with disabilities and older adults. All City-controlled projects follow the City of Ottawa Accessibility Design Standards and the Accessibility for Ontarians with Disabilities Act (2005).

The Official Plan Monitoring – 2022 Baseline Report will be made available in accessible format on the City website once finalized.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no direct asset management implications associated with the recommendations of this report. The information provided in this report aligns with the City's Comprehensive Asset Management (CAM) Program objectives by providing data to support informed decision making which enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This can also be done in a manner that minimizes the lifecycle cost of that infrastructure, and in a socially, culturally, environmentally, and economically conscious manner.

### **RISK MANAGEMENT IMPLICATIONS**

Not applicable.

### **RURAL IMPLICATIONS**

There are no direct rural implications associated with this report.

### **TERM OF COUNCIL PRIORITIES**

This report monitors data related to the following 2023-2026 Term of Council Priorities:

- A city that has affordable housing and is more liveable for all;
- A city that is more connected with reliable, safe and accessible mobility options
- A city that is green and resilient
- A city with a diversified and prosperous economy

### **SUPPORTING DOCUMENTATION**

Document 1 – Official Plan Monitoring - 2022 Draft Baseline Report

Document 2 – Sample Website Performance Tracking Tool

### **DISPOSITION**

That Planning, Development and Building Services staff continue to monitor the established Official Plan (OP) policy indicators, explore potential new indicators, and report on the City's performance in achieving the policies, goals, and objectives within the OP on an annual basis.

## PERFORMANCE REPORT

- Meeting or exceeding Official Plan targets or objectives
- Progress being made, but not meeting Official Plan targets or objectives
- No or minimal progress being made towards Official Plan targets or objectives
- Not enough information to assess performance at this time

Links to relevant section of the Official Plan Monitoring Report	Indicator	Data Updated	Status	Performance
<b>GROWTH MANAGEMENT</b>	<a href="#">Population and Projections</a>	July 2022	Population distribution meeting targets but population estimates below projections	<span style="color: yellow;">●●○</span> Progress being made
	<a href="#">Residential Land Available</a>	July 2022	Sufficient land and serviced land available for residential development as per the PPS	<span style="color: green;">●●●</span> Meeting or exceeding
	<a href="#">Household Growth</a>	July 2022	Distribution of net new dwellings mostly in line with OP targets but dwellings in the urban greenfield area lower than targeted	<span style="color: yellow;">●●○</span> Progress being made
	<a href="#">Intensification</a>	July 2022	Intensification rates exceeding OP targets	<span style="color: green;">●●●</span> Meeting or exceeding
	<a href="#">Intensification by Dwelling Type</a>	July 2022	Making progress towards 2022-2026 targets but the number of ground-oriented dwellings lower than targeted	<span style="color: yellow;">●●○</span> Progress being made
	<a href="#">Affordable Housing</a>	2022	Data reported incomplete as private affordable housing not currently tracked	<span style="color: grey;">○○○</span> Not enough info
	<a href="#">Rental Market</a>	2022	2022 rental vacancy rate below the 3% OP target	<span style="color: red;">●○○</span> No or minimal progress
	<a href="#">Vacant Dwellings</a>	2022	Baseline established for vacant dwellings	<span style="color: grey;">○○○</span> Not enough info
	<a href="#">Short Term Rentals</a>	2022	Decrease in the average number of short-term rental listings observed	<span style="color: green;">●●●</span> Meeting or exceeding
<b>ECONOMIC DEVELOPMENT</b>	<a href="#">Employment</a>	2022	An increase in employed residents and a return to pre-pandemic unemployment rates observed	<span style="color: green;">●●●</span> Meeting or exceeding
	<a href="#">Employment Land Available</a>	July 2022	Sufficient industrial and logistics land available for economic development as per the PPS	<span style="color: green;">●●●</span> Meeting or exceeding

	Indicator	Data Updated	Status	Performance
URBAN AND COMMUNITY DESIGN	<a href="#">Heritage Protection</a>	2022	363 properties and 21 districts designated under the <i>Ontario Heritage Act</i> at the end of 2022	Meeting or exceeding
	<a href="#">Parks</a>	2021	Baseline parkland-to-resident ratios below targets in the Downtown Core and Inner Urban transects	Progress being made
MOBILITY	<a href="#">Road Safety</a>	2022	Overall reduction in fatal or major injury (FMI) collisions between 2018-2022	Meeting or exceeding
	<a href="#">Active Transportation Network</a>	2022	Kilometres of cycling facilities and sidewalks have increased 6% and 9% between 2018-2022	Meeting or exceeding
	<a href="#">Winter Maintenance</a>	2022	Baseline winter cycling network and winter-maintained bike racks established	Not enough info
CLIMATE, ENERGY, AND PUBLIC HEALTH	<a href="#">Natural Heritage</a>	2022	Baseline natural Heritage Features have been identified and designated within a Natural Heritage System	Not enough info
	<a href="#">Tree Canopy</a>	2017	Baseline urban forest canopy cover of 31% below 40% target	Progress being made
	<a href="#">Greenhouse Gas Emissions</a>	2021	GHG emissions down 15% from 2012 levels and making progress towards the 2025 target of 43%	Progress being made

# OFFICIAL PLAN MONITORING 2022 BASELINE REPORT

DRAFT



City of Ottawa  
Planning, Development and Building Services  
Draft for Consultation

July 2024

[ottawa.ca](http://ottawa.ca)     **3-1-1**  
**TTY/ATS 613-580-2401**



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# INTRODUCTION

## Background

The vision for Ottawa is to become the most liveable mid-sized city in North America. The Official Plan (OP) is central to achieving this goal as a key policy document to manage and guide growth and development until 2046. Over the course of this period, it is important to continually monitor the effectiveness of the OP's policies to assess whether we are on track to meeting our ambitious goals and objectives for the city.

## Purpose and Framework

This first monitoring report is to establish a baseline of currently available data indicators that can be measured over time to assess the City's performance in achieving the goals and objective set out in the OP. From this baseline data, we can measure whether we are meeting OP targets or making progress towards meeting OP goals and objectives.

Like the OP, this report is structured by the 5 Big Policy Moves: Growth Management; Economic Development; Mobility; Urban and Community Design; and Climate, Energy and Public Health. Each data indicator has its own page under the most relevant big policy move. Where data indicators span multiple themes, the following icons identifying cross cutting issues can be found next to the indicator title:



A performance report of these data indicators is included towards the beginning of this document to quickly summarize and assess the City's progress in achieving the goals and objectives set out in the OP.

## Emerging Trends and Issues

The OP and its policies manage and guide how Ottawa evolves over time, however, it is important to acknowledge that other external or political factors play a role in the progress made towards OP goals and objectives. Some of these factors include:

- *Bill 23, More Homes Built Faster Act*: the bill was passed in November 2022 and will impact several areas of land use planning. Up to 3 dwellings are now allowed on all urban-serviced lots citywide, maximum parkland dedication rates have been halved, and criteria and timelines for heritage designation have become stricter, among other changes. These changes might impact the types of dwellings being built, the amount of new parkland acquired, and the number of heritage properties designated over the coming years.
- Increase in Bank of Canada (BoC) Interest Rates: following very low interest rates during the COVID-19 pandemic, the BoC began raising the key interest rate in March 2022 in an effort to lower high inflation. As lending becomes more expensive, increasing interest rates might impact the rate of housing construction and economic development.

## Data Indicator Criteria and Limitations

The data indicators that were included in this report were selected if they:

- **Could be used to measure a specific OP policy or policies**
- **Had data readily available**
- **Could be tracked over time**

There are other policies, goals, and objectives within the OP that are measurable but do not currently have data available to measure or would be too difficult to measure with the resources currently available.

It should also be noted that not all indicators can be measured the same way. Some OP policies have clear targets for comparison and others can only be assessed by observing trends towards OP goals and objectives. Therefore, two different kinds of indicators are included in this report:

**Target Indicators:** These are indicators that directly measure progress towards an OP target.

**Trend Indicators:** These are indicators that measure a general trending direction towards OP goals and objectives.

Lastly, while some data indicators can be measured annually, some data sources are updated less frequently (e.g. every 5 years). Dates data was last updated are included on each indicator page and within the performance report table.

## Next Steps

This report is to be continuously reviewed and can be modified based on the availability of data and resources allocated for OP monitoring. Current data indicators may be refined, and new indicators may be added as additional data becomes available.

Where data is not currently readily available, City staff are working towards tracking the information, exploring potential new data indicators, or methods of retrieving data.

# PERFORMANCE REPORT

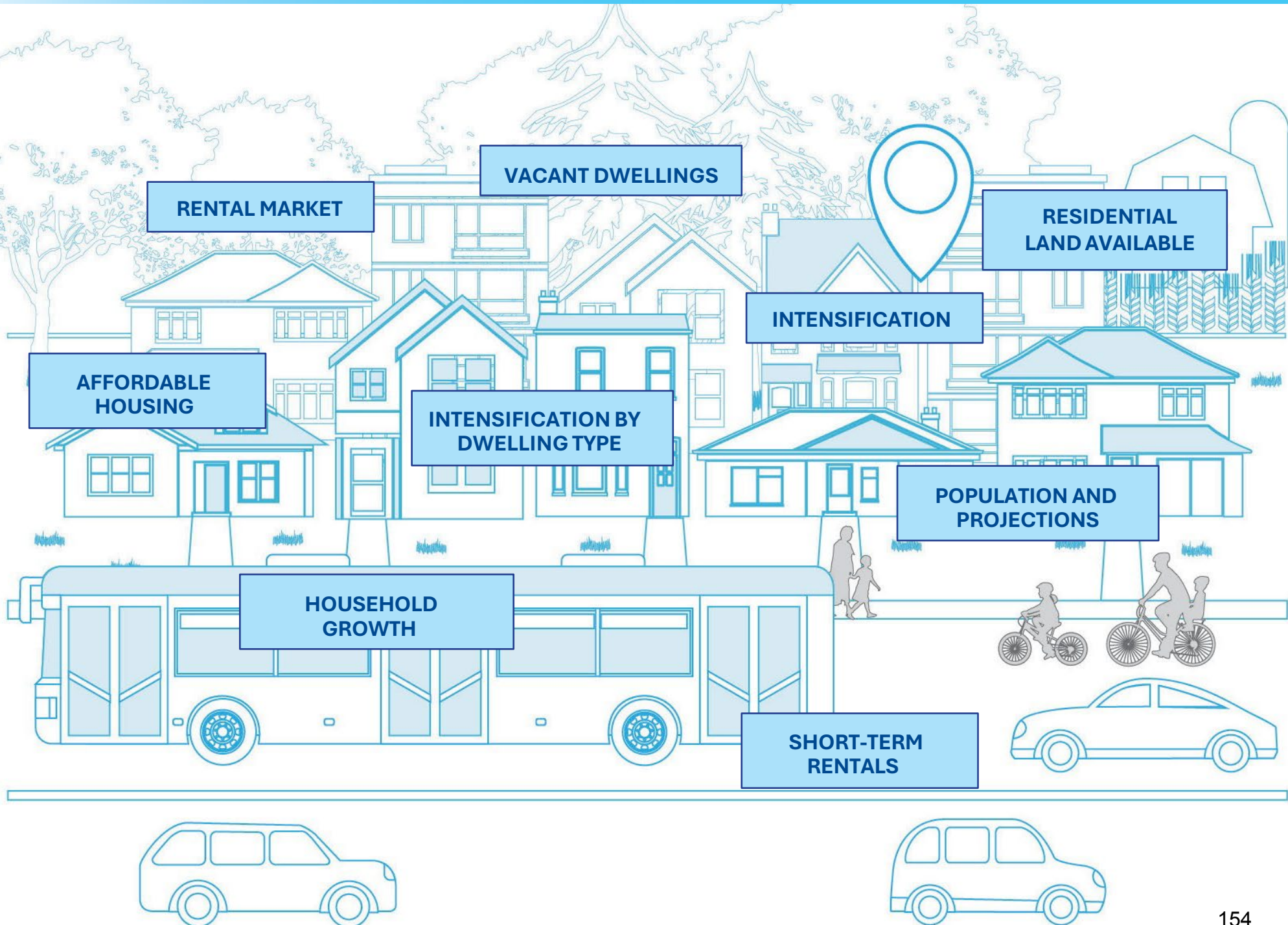
- Meeting or exceeding Official Plan targets or objectives
- Progress being made, but not meeting Official Plan targets or objectives
- No or minimal progress being made towards Official Plan targets or objectives
- Not enough information to assess performance at this time

	Indicator	Data Updated	Status	Performance
<b>GROWTH MANAGEMENT</b>	Population and Projections	July 2022	Population distribution meeting targets but population estimates below projections	●●○
	Residential Land Available	July 2022	Sufficient land and serviced land available for residential development as per the PPS	●●●
	Household Growth	July 2022	Distribution of net new dwellings mostly in line with OP targets but dwellings in the urban greenfield area lower than targeted	●●○
	Intensification	July 2022	Intensification rates exceeding OP targets	●●●
	Intensification by Dwelling Type	July 2022	Making progress towards 2022-2026 targets but the number of ground-oriented dwellings lower than targeted	●●○
	Affordable Housing	2022	Data reported incomplete as private affordable housing not currently tracked	○○○
	Rental Market	2022	2022 rental vacancy rate below the 3% OP target	●○○
	Vacant Dwellings	2022	Baseline established for vacant units	○○○
	Short Term Rentals	2022	Decrease in the average number of short-term rental listings observed	●●●
<b>ECONOMIC DEVELOPMENT</b>	Employment	2022	An increase in employed residents and a return to pre-pandemic unemployment rates observed	●●●
	Employment Land Available	July 2022	Sufficient industrial and logistics land available for economic development as per the PPS	●●●

# PERFORMANCE REPORT

- Meeting or exceeding Official Plan targets or objectives
- Progress being made, but not meeting Official Plan targets or objectives
- No or minimal progress being made towards Official Plan targets or objectives
- Not enough information to assess performance at this time

	Indicator	Data Updated	Status	Performance
URBAN AND COMMUNITY DESIGN	Heritage Protection	2022	363 properties and 21 districts designated under the <i>Ontario Heritage Act</i> at the end of 2022	●●●
	Parks	2021	Baseline parkland-to-resident ratios below targets in the Downtown Core and Inner Urban transects	●●○
MOBILITY	Road Safety	2022	Overall reduction in fatal or major injury (FMI) collisions between 2018-2022	●●●
	Active Transportation Network	2022	Kilometres of cycling facilities and sidewalks have increased 5% and 9% between 2018-2022	●●●
	Winter Maintenance	2022	Baseline winter cycling network and winter-maintained bike racks established	○○○
CLIMATE, ENERGY, AND PUBLIC HEALTH	Natural Heritage	2022	Baseline natural Heritage Features have been identified and designated within a Natural Heritage System	○○○
	Tree Canopy	2017	Baseline urban forest canopy cover of 31% below 40% target	●●○
	Greenhouse Gas Emissions	2021	GHG emissions down 15% from 2012 levels and making progress towards the 2025 target of 43%	●●○



# Population and Projections

## Trend Indicator

Population estimates in line with OP projections.

## Context

Growth management is dependent on population growth and distribution. The OP projects that Ottawa’s population will grow 40% by 2046 and intends on keeping more of this growth inside the Greenbelt than outside the Greenbelt.

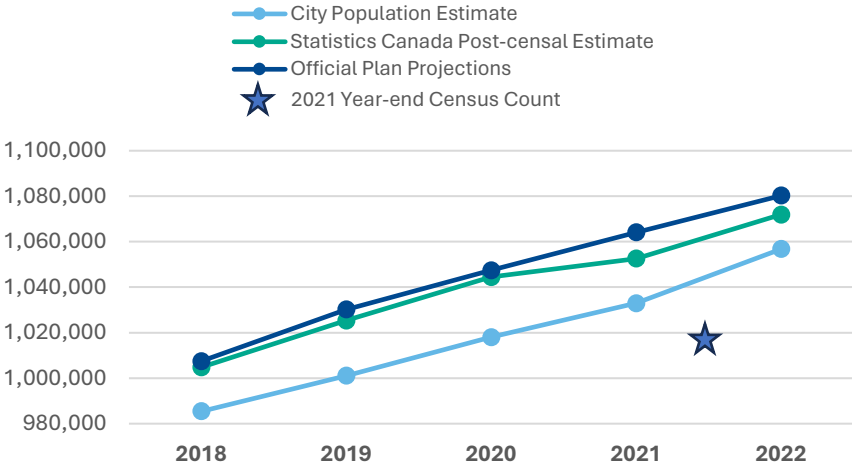
## Results

As of July 1, 2022, City staff estimated a population of 1,056,750 while Statistics Canada preliminary post-censal population estimate for Ottawa was 1,071,868. Both estimates are below the 1,080,200 projected for mid-2022 by 2.2% and 0.8%, respectively. While a majority of the population still resides inside the Greenbelt, the proportion of the population outside the Greenbelt is slowly growing.

	Mid 2018	Mid 2019	Mid 2020	Mid 2021	Mid 2022
<b>Statistics Canada</b>	1,004,802	1,025,354	1,044,484	1,052,526	1,071,868
<b>City of Ottawa Estimate</b>	985,470	1,001,080	1,018,000	1,032,910	1,056,750
<b>Official Plan Projections</b>	1,007,500	1,030,200	1,047,400	1,064,100	1,080,200

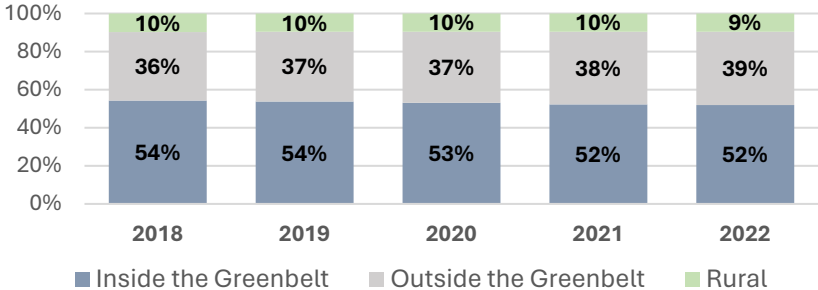
## Mid 2018-2022 Population Comparison

Source: City of Ottawa, Statistics Canada



## Distribution of Population Mid 2018-2022

Source: City of Ottawa Population Estimates





# Residential Land Available

Performance:   
Data last updated: July 2022

## Target Indicator

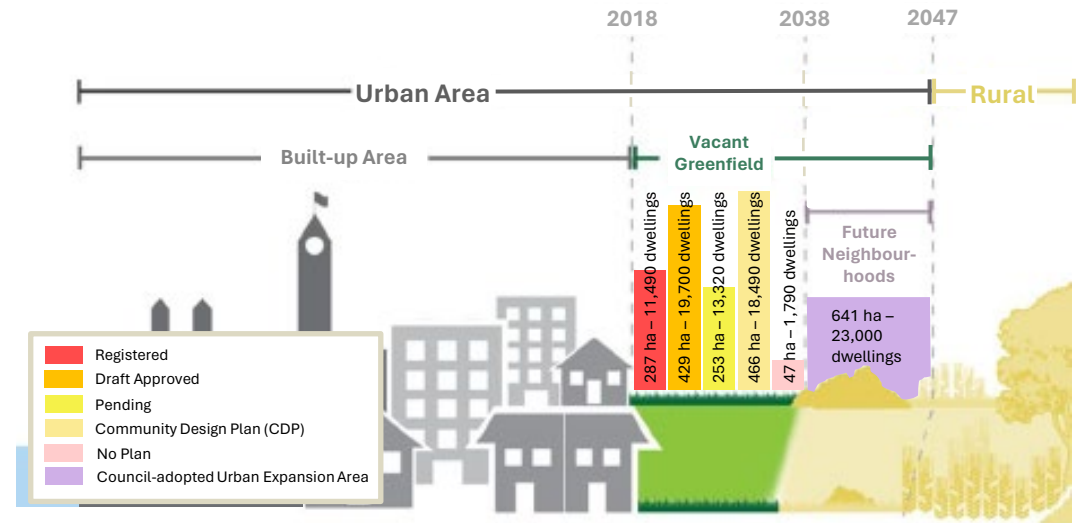
Sufficient land and serviced land available for housing in accordance with the *Provincial Policy Statement (PPS)*.

## Context

The OP requires that sufficient land be designated for growth to meet projected population and housing demand in accordance with the PPS. This ensures that there is opportunity for residential development. The 2020 PPS requires a 15-year minimum of residential land supply and a 3-year supply of serviced land ready for development.

## Results

Based on projected greenfield demand, the estimated 15-year greenfield supply required is approximately 1,397 residential net hectares. As of July 1, 2022, the greenfield land supply, including Council-approved expansion areas, was 2,122.7 ha and consistent with the PPS requirements regarding minimum residential land supply. Of this supply, 715.5 hectares is vacant land that is registered or draft approved providing serviced land sufficient for over six years.



**25 years or 2,123 ha**  
of greenfield land available for residential growth. Of which  
**6+ years or 716 ha**  
is serviced today

Source: [Greenfield Residential Land Survey Mid-2022 Update](#)



# Household Growth

Performance: ●●○  
Data last updated: July 2022

## Target Indicator

The number of net new\* dwellings issued building permits meeting or exceeding household growth targets within the urban, built-up area, urban greenfield area, villages, and rural area.

## Context

Managing household growth ensures that there are sufficient housing options, that existing infrastructure is used efficiently, and sustainable transportation is supported. The OP sets household growth targets where 47% percent of growth is to occur within the urban, built-up area, 46% within the urban greenfield area, 5% within villages, and 2% within the rural area.

## Results

Between July 2018 and June 2022, building permits were issued for 41,444 dwellings, exceeding the 33,527 dwellings projected during this period. The vast majority of housing permitted was within the urban area, with 52% in the urban, built-up area and 43% in urban greenfield areas.

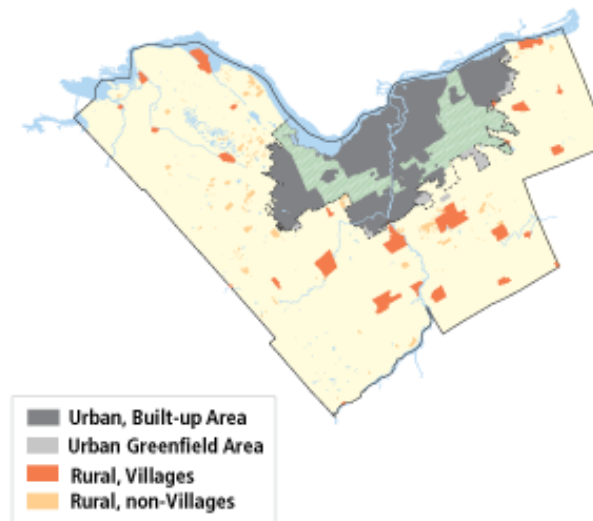
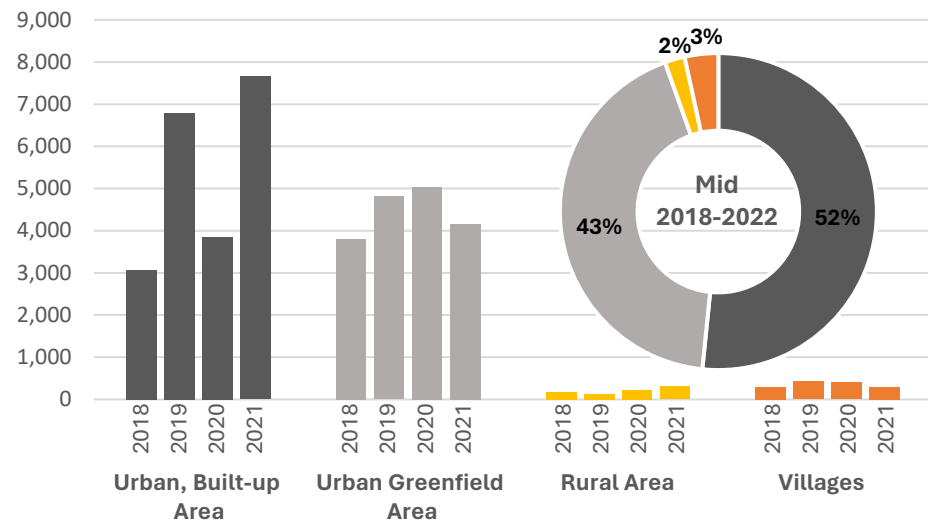
From July 2021 to June 2022, there were 12,408 net new dwellings permitted, with 62% in the urban, built-up area, 33% in urban greenfield areas, 2% in villages, and 2% in the rural area. This exceeds the 8,185 dwellings projected for the period by 4,223 dwellings.

Achieved household growth exceeded projections for all geographical growth areas, except for the urban greenfield area where the city was short 117 dwellings between July 2021 to June 2022 and 1,034 dwellings between July 2018 to June 2022.

\*Net new = new dwellings minus demolitions

## Net New Dwellings by Area, Mid 2018-2022

Source: City of Ottawa Building Permits



## Target Indicator

That 45% of new residential dwellings issued permits between mid 2021-2026 are within the urban, built-up area.

## Context

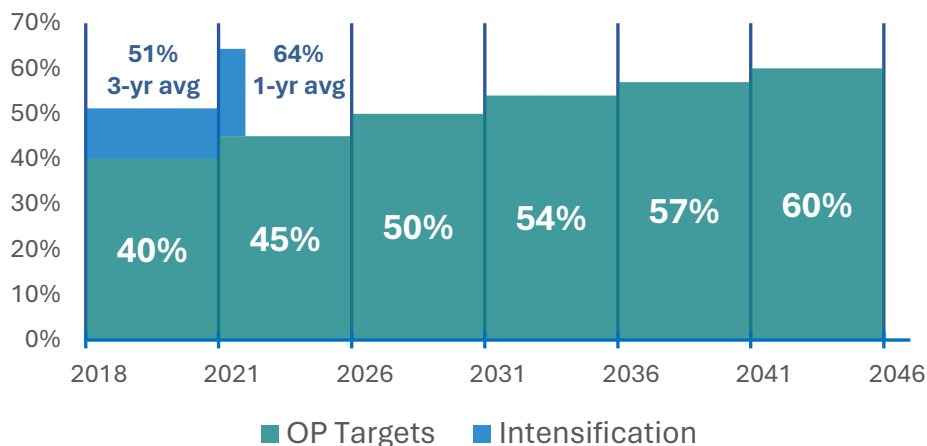
Intensification supports healthy, walkable 15-minute neighbourhoods by directing growth to Hubs, Corridors, and neighbouring areas where the majority of services and amenities are located. The OP sets an overall target that 51% of growth in the urban area occur through intensification. This is to be achieved through a gradual increase in new private dwellings in the urban, built-up area, with a majority focused within Hubs and along Corridors. From July 2018 to June 2021, the OP target was 40% intensification, with actual achieved intensification averaging 51%.

## Results

From July 2021 to June 2022, a 64% intensification rate was achieved, 68% when including institutional and collective dwellings. This is significantly higher than the OP target of 45%, however, there are 4 years remaining in the period. Of this intensification, 80% occurred within 15-minute neighbourhoods, which are comprised of Hubs and Mainstreet and Minor Corridors where 41%, 45%, and 45% of intensification occurred, respectively.

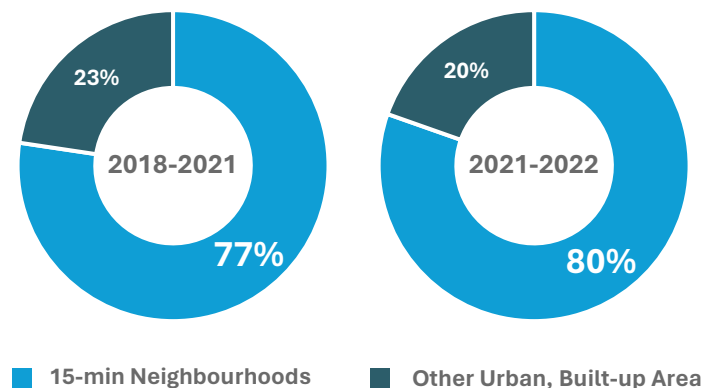
### New Private Dwellings in the Urban, Built-up Area

Source: Official Plan and City of Ottawa Building Permits



### New Private Intensification Dwellings

Source: City of Ottawa Building Permits



# Intensification by Dwelling Type



Performance: ●●○

Data last updated: July 2022

## Target Indicator

That the number of new dwellings issued building permits in the urban, built-up area meets or exceeds 1,388 ground-oriented dwellings and 2,104 apartment dwellings annually between 2022-2026.

## Context

To ensure a range of housing options for residents of all life stages, the OP has established targets for residential intensification by dwelling size as follows:

**49,000 ground-oriented/large-household dwellings**

**43,000 apartment/small-household dwellings**

## Results

The OP categorizes dwellings into two sizes: small-household dwellings with up to 2 bedrooms and large-households with 3+ bedrooms. As a proxy, small-household dwellings are typically apartments and large-household dwellings are typically ground-oriented built forms such as singles, semis, and rowhouses.

From July 2021 to June 2022, permits were issued for 7,491 private dwellings in the built-up area, 526 or 7% were for larger, ground-oriented dwellings and 6,965 or 93% were for apartment dwellings. This leaves a shortage of 862 ground-oriented dwellings to reach the 1,388 needed per year between 2022-2026 to meet OP targets. This is in addition to the 1,194 shortage between 2018-2021.

Dwelling Type	2018-2019	2019-2020	2020-2021	2021-2022	2018-2022
<b>Ground-oriented</b>	<b>561</b>	<b>553</b>	<b>452</b>	<b>526</b>	<b>2,092</b>
Single detached	190	194	167	201	<b>752</b>
Semi-detached	128	140	201	136	<b>605</b>
Rowhouse	243	219	84	189	<b>735</b>
<b>Apartment</b>	<b>2,475</b>	<b>6,383</b>	<b>3,702</b>	<b>6,965</b>	<b>19,525</b>
Accessory dwelling	175	251	348	321	<b>1,095</b>
Coach house	4	9	5	12	<b>30</b>
<b>Total</b>	<b>3,036</b>	<b>6,936</b>	<b>4,154</b>	<b>7,491</b>	<b>21,617</b>

	Ground-oriented	Apartment	Total
<b>OP Target 2022-2026</b>	6,940	10,520	17,460
<b>New dwellings in built-up area, 2022</b>	526	6,965	7,491

Source: City of Ottawa Building Permits

Data is mid-year to mid-year



**526/1,388**  
Ground-oriented dwellings required per year to meet 2022-2026 OP targets



**6,965/2,104**  
Apartment dwellings required per year to meet 2022-2026 OP targets

# Affordable Housing

Performance: ○○○○

Data last updated: 2022

## Target Indicator

That 20% of all new dwellings be affordable, where 70% are core affordable and 30% are market-affordable.

## Context

Housing is a basic requirement for people to be healthy and thrive. Spending too much on housing means having less money available for other life necessities such as food, transportation, and childcare. In accordance with the City's 10-Year Housing and Homelessness Plan, the OP has set a target that 20% of all new dwellings be affordable, where 70% are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30% are to be targeted to households whose needs fall within the definition of market-affordability.

## Results

The percentage of new affordable residential dwellings is growing, but progress still needs to be made to reach the 20% target set in the OP. Non-profit housing accounted for 3.6% of all new housing starts in 2022, a 1.8 percentage point increase from 2018. Please note that this figure does not include new affordable dwellings provided by the private sector or a breakdown by core versus market affordable. City staff are currently exploring ways to track these categories of affordable dwellings in future monitoring reports.

**MARKET-AFFORDABLE**      **CORE AFFORDABLE**

Source: PPS

**Home Price**    \$463,700      \$258,500  
**Rent**          \$1,770          \$1,150

	2018	2019	2020	2021	2022
Non-profit housing starts	128	231	8	219	365
Total housing starts	6,950	7,069	9,239	9,402	10,077
<b>% Non-profit</b>	<b>1.8%</b>	<b>3.3%</b>	<b>0.1%</b>	<b>2.3%</b>	<b>3.6%</b>

Source: Affordable Housing Development Branch and the CMHC

**1 in 5**      **11.2%**  
 or 20.1% of households spend 30% or more of their income on housing      of households are living in core housing need

Source: Statistics Canada 2021 Census

# Rental Market

Performance: ● ○ ○

Data last updated: 2022

## Target Indicator

A rental vacancy of at least 3% among all dwelling categories.

## Context

A diverse supply of housing to meet the needs of people at different life stages and levels of affordability is an important contributor to healthy and inclusive communities. To ensure there is adequate supply of rental dwellings, the OP seeks to maintain a rental vacancy rate of at least 3% among all categories of dwellings.

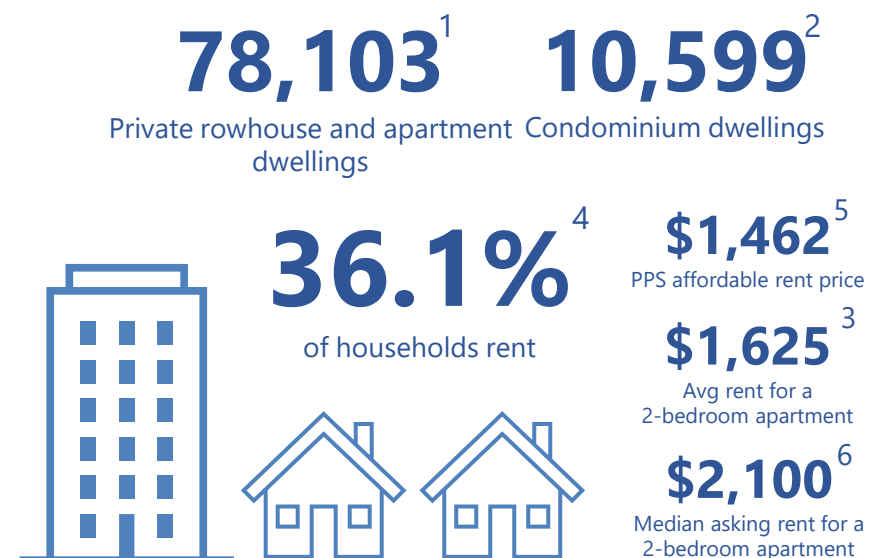
## Results

According to the 2022 Canadian Mortgage and Housing Corporation (CMHC) Rental Market Report, the rental vacancy rate for all categories of dwellings was 2.1%, which is below the target set in the OP and is 1.3 percentage points lower than a year prior. This is despite a 5.2% increase in private rowhouse and apartment rentals from 74,266 dwellings in 2021 to 78,103 dwellings in 2022. In response to this shortage in rental supply, the City and other levels of government have taken multiple steps to improve opportunities for rental development.

## Rental Vacancy Rates

	2018	2019	2020	2021	2022
2-Bedroom	1.8%	1.9%	3.7%	3.4%	2.4%
1-Bedroom	1.5%	1.7%	3.9%	3.5%	2.0%
Bachelor	1.3%	2.2%	3.1%	2.8%	1.6%
<b>Total</b>	<b>1.6%</b>	<b>1.8%</b>	<b>3.9%</b>	<b>3.4%</b>	<b>2.1%</b>

Source: CMHC Rental Market Reports



Sources: 2022 CMHC Rental Market Report<sup>1 2 3</sup>, Statistics Canada 2021 Census<sup>4</sup>, Provincial Policy Statement<sup>5</sup> and A Housing Profile of Ottawa<sup>6</sup>

## Trend Indicator

A decrease in the percentage of vacant dwellings.

## Context

In order maximize the ability to provide affordable housing options citywide, the OP requires that the City manage current housing supply by discouraging or preventing the undue withholding of existing vacant dwellings from the housing market.

## Results

The City first implemented the residential Vacant Unit Tax in 2023 for the 2022 occupancy year. Properties that are unoccupied for more than 184 days during the previous calendar year or where owners fail to make a declaration are deemed vacant and subject to the 1% tax. This is to incentivize property owners to rent or sell existing homes that are empty. Revenue collected through the tax is also used to fund affordable and supportive housing across Ottawa. Preliminary data from the 2022 occupancy year showed that 1.1% of homes in Ottawa met the definition of vacant.

## 2022 Vacant Unit Summary by Dwelling Type

	Vacancy Rate	Vacant Units	Total Units
Single detached	0.7%	1,173	169,249
Semi-detached	0.7%	119	17,944
Rowhouse	0.8%	469	55,903
Condominium	2.1%	1,410	67,319
Property with 2 self-contained units	1.78%	133	7,466
Property with 3 self-contained units	1.70%	83	5,517
Property with 4 self-contained units	2.61%	79	3,028
Other	2.65%	277	10,439
<b>Total</b>	<b>1.1%</b>	<b>3,743</b>	<b>336,865</b>

\*The Vacant Unit Tax does not apply to multiunit rental properties  
Source: Preliminary data from [Memo: Vacant Unit Tax - Update on Year 1 Data \(October 27, 2023\)](#)

# Short Term Rentals

Performance: ●●●  
Data last updated: 2022

## Trend Indicator

A decrease in the average number of short-term rentals.

## Context

To ensure that existing affordable housing supply is maintained, the OP requires that the City strictly control the diversion of long-term rental dwellings to short-term rental use, including through online sharing-economy platforms that enable dwellings to be rented to the travelling public.

## Results

The Short-Term Rental Bylaw was implemented in 2022 requiring short-term rental hosts to acquire a permit. As of 2022, we have seen a decrease in the average number of short-term rental listings from the 4-year average of 1,304 listings per year to 1,134 listings.



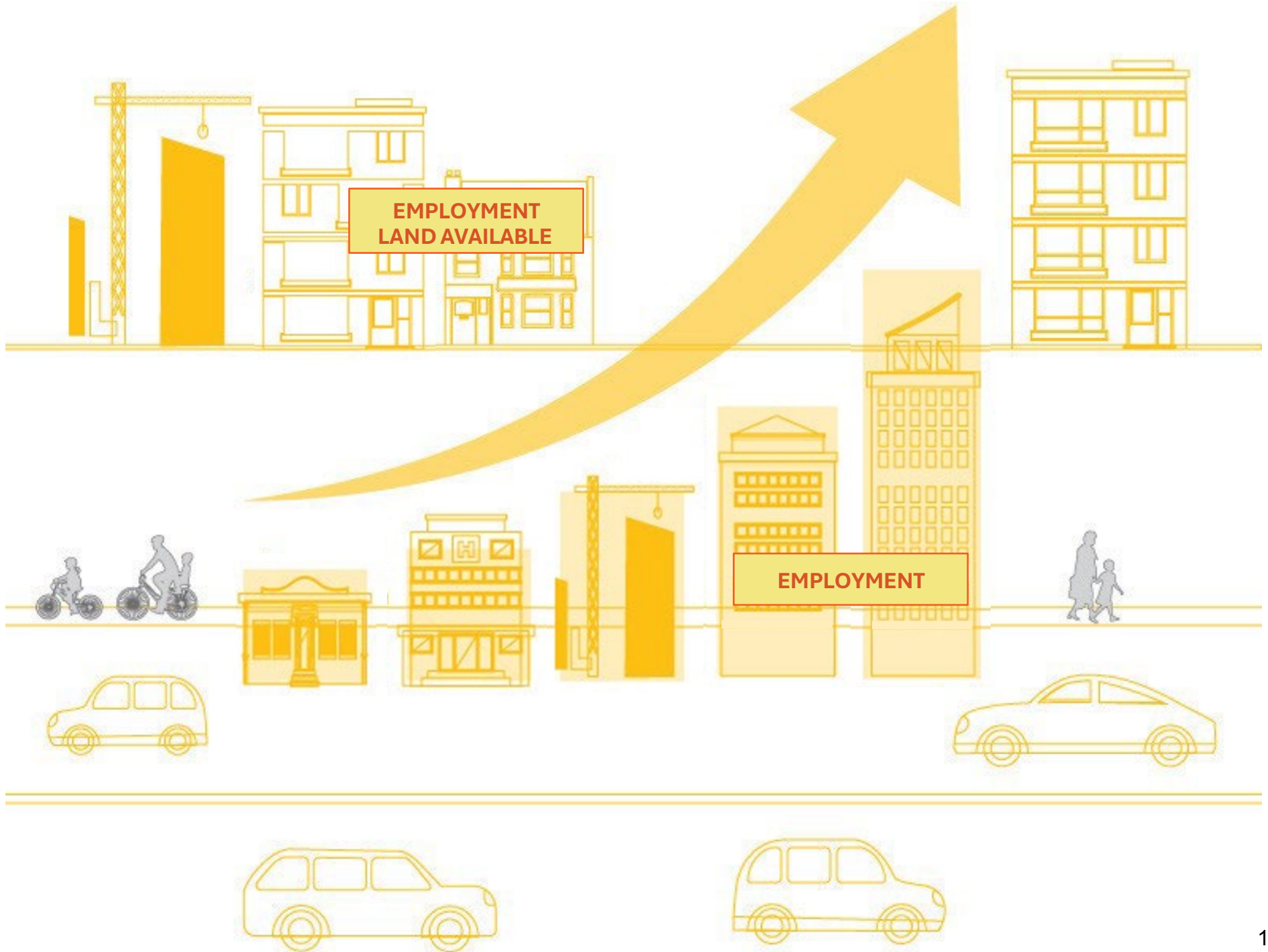
Average Number of Short-term Rentals by Year

Year	Average number of short-term rental listings
2019	1,716
2020	1,303
2021	1,063
2022	1,134

Source: AirDNA data provided by Bylaw Review Services



# ECONOMIC DEVELOPMENT





# Employment

Performance: 

Data last updated: 2022

## Trend Indicator

An increase in the labour force and the average number of employed residents.

## Context

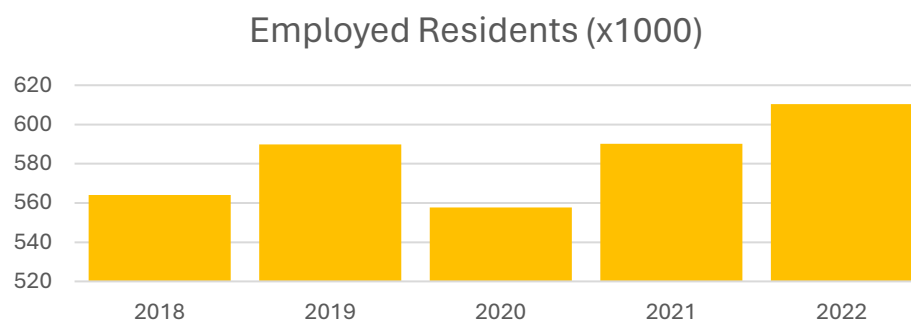
The OP plays an important role in boosting economic development through land use policies that contribute to the sustainability, resiliency, diversification and growth of the local economy. These policies support new and existing industries, businesses, and services citywide and at all scales. The OP also seeks to enhance Ottawa’s high quality of life to attract businesses and skilled workers. Making Ottawa a great place to live and work keeps our economy thriving and competitive.

## Results

The Ontario part of the Ottawa-Gatineau Census Metropolitan Area (CMA) saw its labour force grow 1.9% to 637,400 in 2022 where the number of employed residents increased by 20,300 employed residents between 2021 and 2022 to reach an average 610,500 employed residents for the year.

**637,400**  1.9% **610,500**  3.4%

Labour Force                      Employed residents



	2018	2019	2020	2021	2022
Population 15+ years (x1000)	873.8	893.2	909.6	925.6	946.8
Labour Force (x1000)	590.7	619.9	602.5	628.6	637.4
Employed Residents (x1000)	564.1	589.8	557.8	590.2	610.5
Unemployed Residents (x1000)	26.6	30.1	44.7	38.4	26.9
Participation Rate (%)	67.6	69.4	66.2	67.9	67.3

Source: Statistics Canada, Labour Force Survey, Table 14-10-0385-01

# Employment Land Available



Performance: ●●●

Data last updated: July 2022

## Target Indicator

Sufficient employment and industrial land available for development in accordance with the PPS.

## Context

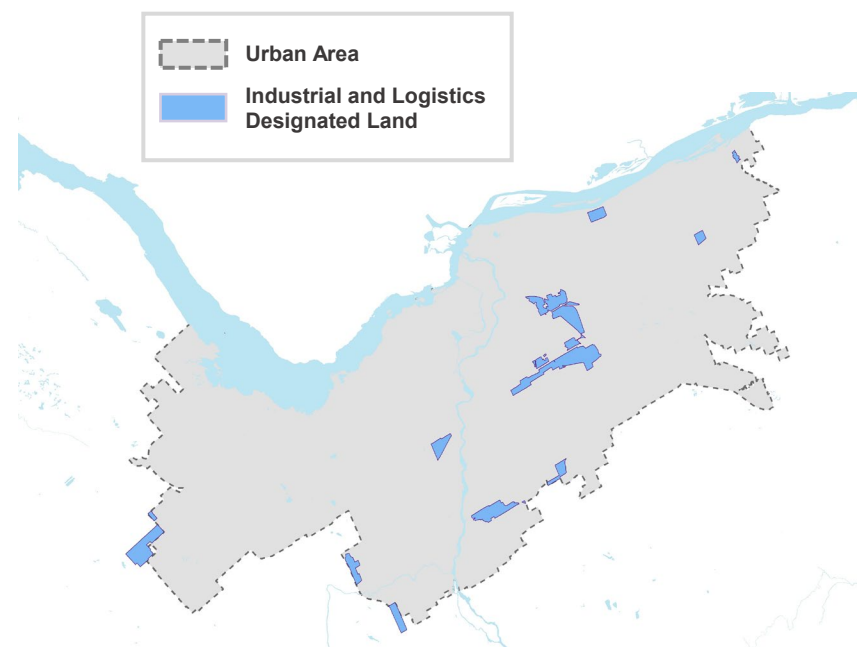
The OP requires that sufficient land be designated to accommodate projected job growth to 2046 in accordance with the PPS. This involves protecting and preserving employment areas, such as traditional business parks built for manufacturing, warehousing, logistics, fuel depots and corporate office parks for research and development, for current and future employment. In order to accommodate the 189,000 new jobs projected, between 288 and 405 net hectares of industrial and logistics land needs to be available for development.

## Results

Based on the supply estimates for industrially designated land in the city of Ottawa from the Mid-2022 Vacant Industrial Land Survey (VILS) report, the 469 net ha of Industrial and Logistics designated land available surpassed the requirement for the City.



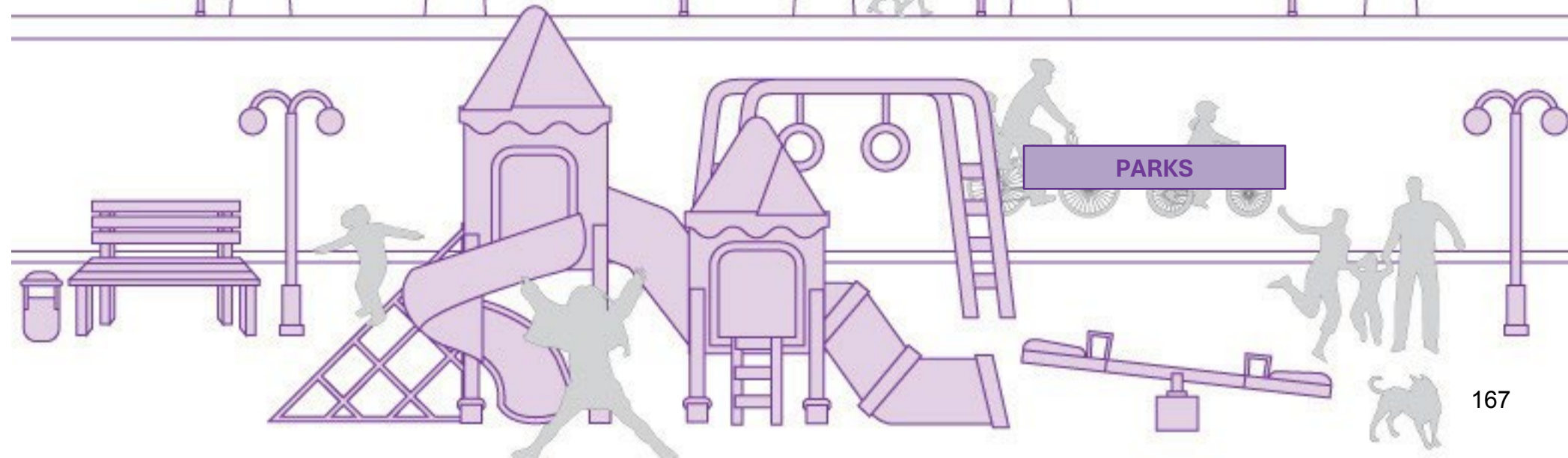
Source: [Mid-2022 Vacant Industrial Land Survey](#)



## HERITAGE PROTECTION



## PARKS



# Heritage Protection



Performance: ●●●

Data last updated: 2022

## Trend Indicator

An increase in the number of properties and heritage conservation districts designated under Part IV and Part V of the *Ontario Heritage Act* and the number of permits issued under the *Ontario Heritage Act*.

## Context

Cultural Heritage allows us to better understand our history and provides a sense of community. The OP aims to conserve properties, areas, and landscapes of cultural heritage value. Individual buildings, structures, and sites can be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act* and groups of buildings or areas of the city can be designated under Part V. Properties that City Council believes to have cultural heritage value or interest can also be listed on the Heritage Register under Section 27 of the *Ontario Heritage Act*.

## Results

Between 2018 and 2022, 17 properties and 3 districts were designated under Part IV and Part V of the *Ontario Heritage Act* and 572 permits were issued to make approved changes to designated heritage properties. At the end of 2022, the City had 4,614 non-designated properties listed on the Heritage Register, 363 properties designated under Part IV of the *Ontario Heritage Act*, and 21 heritage conservation districts (4,618 properties) under Part V of the act.

The provincial government passed Bill 23 in November 2022 which will impact criteria and timelines for heritage designation moving forward.

# 21

## heritage conservation districts

designated under Part V  
of the *Ontario Heritage Act*



# 363

**designated  
properties**

under Part IV of the  
*Ontario Heritage Act*

# 4,614

**non-designated  
properties**

on the Heritage Register

Source: Heritage Planning



# Parks



Performance: ●●○

Data last updated: 2021

## Target Indicator

A minimum of 2.0 hectares of active parkland per 1,000 residents in each OP transect.

## Context

Parks are an important part of creating a liveable city for all by improving quality of life and well-being, promoting healthy active living, mitigating the urban heat island effect, and providing relief from the heat. The need for parks is especially important as the suburban areas expand and urban areas continue to intensify. The OP requires that the City seek opportunities to acquire new parkland in accordance with the Parks and Recreation Facilities Master Plan (PRFMP) to keep pace with the growing population.

## Results

As a baseline, the City had 2.35 ha of parkland per 1,000 residents with 2,508.71 ha of active parkland citywide in 2021. Parkland provisions in the 2021 PRFMP target 2.0 hectares per 1,000 residents in each OP transect, prioritizing the acquisition of new parkland in transects that do not meet this target. The Downtown Core and Inner Urban transects were the most park deficient at 0.54 ha and 1.18 ha per 1,000 residents, respectively.

The provincial government passed Bill 23 in November 2022 which will greatly reduce the City's ability to achieve the parkland targets set out in the 2021 PRFMP.

Note: the lower rural population contributes towards the higher parkland-to-resident ratio in the rural transect

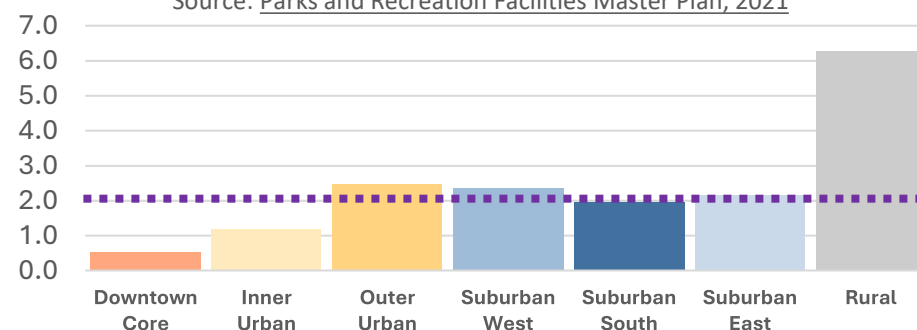
**2.35 ha**  
of active parkland per  
1,000 residents

**2,509 ha**  
of active parkland



## Parkland per 1,000 Residents by Transect

Source: Parks and Recreation Facilities Master Plan, 2021





## Indicator

A decrease in the number and percentage of collisions resulting in fatality or major injury (FMI) for all modes of transportation.

## Context

Providing mobility options to safely navigate the city is a key objective of the OP, particularly when it comes encouraging active and sustainable modes of transportation and walkable 15-minute neighbourhoods. To accomplish this, the City has committed to a Safe Systems Approach to reduce the frequency and severity of collisions for all road users by minimizing opportunities for human error and reducing the severity of injuries when errors occur.

## Results

Between 2018 and 2022, there have been 632 reported collisions resulting in fatality or major injury. Of these collisions, 10% involved cyclists and 25% involved pedestrians. Overall, there has been a reduction in FMI collisions over the past five years. In 2022, there were 100 FMI collisions compared to the 126 five-year average. The proportion of FMI collisions involving pedestrians and cyclists has largely remained unchanged, with 10% involving cyclists and 24% involving pedestrians in 2022.

## Of all FMI collisions...



**10% involved cyclists**



**25% involved pedestrians**

Fatal and Major Injury (FMI) Collisions 2018-2022

	Pedestrian	Cyclist
2018	42	13
2019	35	16
2020	21	16
2021	34	10
2022	24	10
<b>Total</b>	<b>156</b>	<b>65</b>

Source: [2023 Strategic Road Safety Action Plan Annual Report](#)

# Active Transportation Network



Performance: ●●●  
Data last updated: 2022

## Trend Indicators

An increase in the kilometres of cycling facilities\* and sidewalks within the urban area, villages, hubs, along corridors and within 1.9 km of existing and planned rapid transit stations for cycling facilities and within 600 m for sidewalks.

An increase in the percentage of collectors, major collectors, and arterials within the urban area and villages that have sidewalks and cycling facilities.

## Context

To support a shift towards sustainable modes of transportation, the OP aims to prioritize public transit and active transportation to promote healthy 15-minute neighbourhoods. This involves providing safe and convenient pedestrian and cycling routes and facilities within Hubs and Corridors and near existing or planned rapid transit stations. Additionally, arterials, major collectors, and collectors in the urban area and villages are to include sidewalks on both sides and unidirectional cycling facilities on each side, or bidirectional cycle tracks on one side under specific circumstances.

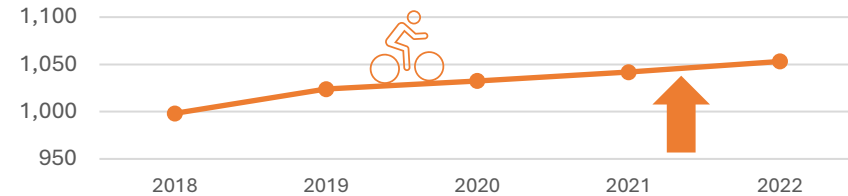
## Results

Between 2018 and 2022, there was a 5% increase in cycling facilities and a 9% increase in sidewalks citywide. As of 2022, there was 1,053 km of cycling facilities and 2,187 km of sidewalks citywide, where 30% of collectors, major collectors, and arterials within the urban area and villages had cycling facilities and 73% had sidewalks.

\*Cycling facilities include City of Ottawa multi-use pathways, bike lanes, cycle tracks, and separated bike lanes

### Kilometres of Cycling Facilities Citywide

Adapted from data provided by the Active Transportation Branch



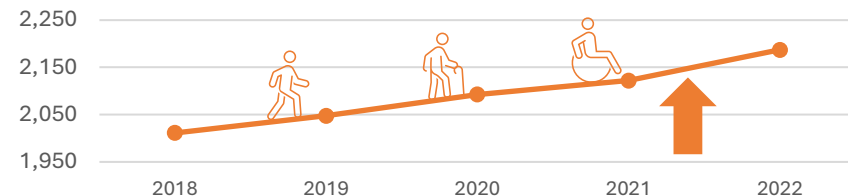
### Kilometres of Cycling Facilities by Area

	2018	2019	2020	2021	2022	2018-2022
Urban Area	890	914	922	931	942	↑6%
Villages	33	34	34	34	34	↑4%
Hubs	58	65	66	67	70	↑20%
Along Corridors	176	186	189	193	195	↑11%
Near* rapid transit stations	689	708	713	721	730	↑6%

\*within a 1.9 km radius of existing and planned rapid transit stations

### Kilometres of Sidewalks Citywide

Adapted from data provided by the Strategic Asset Management Branch



### Kilometres of Sidewalks by Area

	2018	2019	2020	2021	2022	2018-2022
Urban Area	1,950	1,984	2,027	2,055	2,117	↑9%
Villages	53	55	57	58	61	↑15%
Hubs	139	141	143	144	147	↑6%
Along Corridors	489	493	502	505	512	↑5%
Near* rapid transit stations	433	439	450	453	464	↑7%

\*within a 600 m radius of existing and planned rapid transit stations



# Winter Maintenance

Performance: ○○○○

Data last updated: 2022

## Indicator

An increase in the kilometres of bike lanes and number of bike racks that are winter-maintained.

## Context

Supporting and prioritizing healthy, active transportation for all ages and abilities, including children and older adults, involves providing safe, convenient infrastructure that is usable year-round, even in winter. Winter maintenance standards within the OP are to support the priority of active transportation networks and the achievement of mode share targets as outlined in the Transportation Master Plan (TMP) and associated plans.

## Results

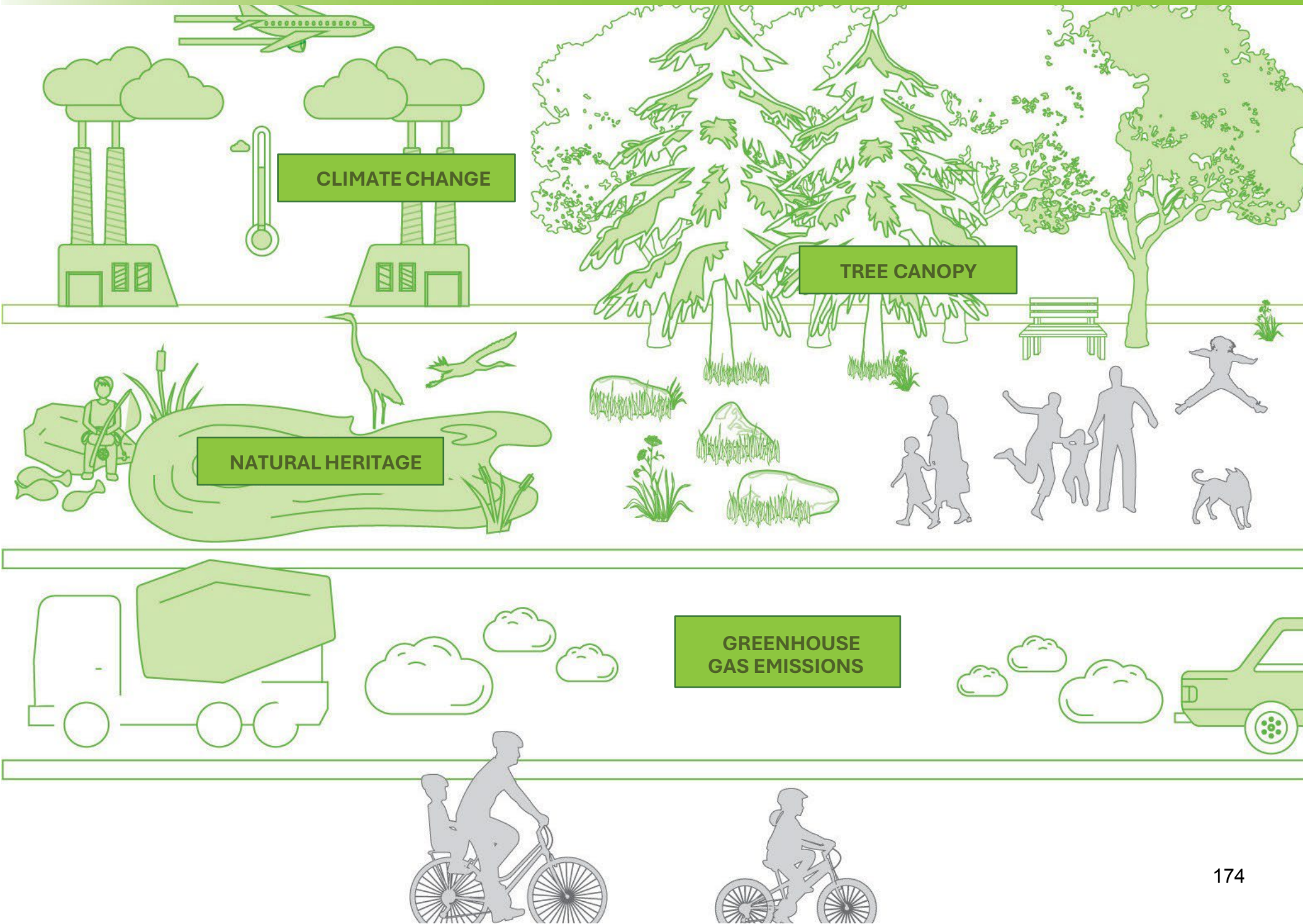
In addition to the over 157 km of Transitway lanes and over 2510 km of sidewalks and pathways maintained, as of 2022 the City maintained 54 km of Ottawa's cycling network. The City is also currently piloting an initiative where bike racks in close proximity of essential services, such as grocery stores, pharmacies, etc. will be winter-maintained to allow cyclists to use them throughout the winter months. As of 2022, 69 of these bike racks were maintained during the winter.



**54 km of Ottawa's cycling network  
and  
69 bike racks are winter-maintained**

Source: Roads and Parking Services

# CLIMATE, ENERGY, AND PUBLIC HEALTH



# Natural Heritage



Performance: ○○○○  
Data last updated: 2022

## Trend Indicator

That the area of the Natural Heritage Features and Natural Heritage System Overlays be maintained.

## Context

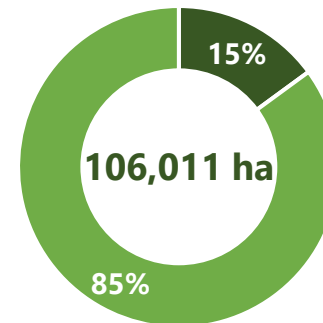
The OP aims to recognize, conserve and protect Ottawa’s natural landscape and environment through the identification of natural heritage features and designating the most important natural features within a Natural Heritage System consisting of core natural areas and natural linkage areas. These Natural Heritage Features include significant wetlands and woodlands, significant wildlife and fish habitat, among others listed under policy 4.8.1 (3) and are to be protected for their natural character and ecosystem services. The Natural Heritage System and those features within it are subject to a higher standard of protection than features outside the Natural Heritage System.

## Results

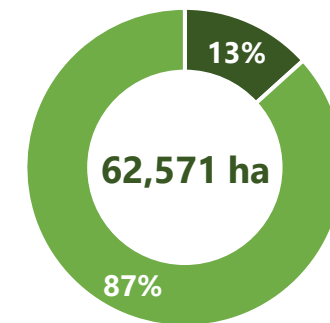
As of 2022, 62,571 ha of Natural Heritage Features have been identified of which 44,471 ha have been designated within the Natural Heritage system. The Natural Heritage System consists of 87,807 ha of core natural areas and 18,204 of natural linkage areas for a total of 106,011 ha.



Natural Heritage System



Natural Heritage Features



■ Urban ■ Rural

Source: Geospatial Analytics, Technology and Solutions

# Tree Canopy



Performance: ●●○

Data last updated: 2017

## Target Indicator

An urban forest canopy cover of 40%.

## Context

A healthy and robust tree canopy is crucial to the sustainability and livability of our urban areas as it provides numerous ecosystem benefits for residents and businesses, including air and water pollution reduction, stormwater control, moderation of extreme heat and its impacts on human health, comfortable conditions for active transportation, aesthetic views, wildlife habitat, and a community sense of place and well-being. The OP contains strong policies, regulations, and processes to maintain and grow the urban forest canopy, which includes all trees and their growing environments.

## Results

As of 2017, 31% of land within the urban area was covered by tree canopy. This includes inner urban areas inside the Greenbelt, as well as the suburban areas outside the Greenbelt.

Tree canopy data is not currently available for current ward and neighbourhood boundaries but will be measured at these levels for future OP monitoring reports.



Source: [Tree Canopy Assessment – Canada’s Capital Region, Fall 2019](#)

# Greenhouse Gas Emissions



Performance: ●●●○

Data last updated: 2021

## Target Indicator

A 43% reduction in total community greenhouse gas (GHG) emissions from buildings, transportation, waste, and agricultural sectors from 2012 baseline levels by 2025.

## Context

The City has committed to reducing GHG emissions by adopting short, mid, and long-term emission reduction targets based on 2012 emission levels. The OP makes a significant contribution to reducing GHG emissions at the community level by supporting intensification and sustainable transportation policies as well as facilitating and encouraging energy efficiency within new and existing development.

## Results

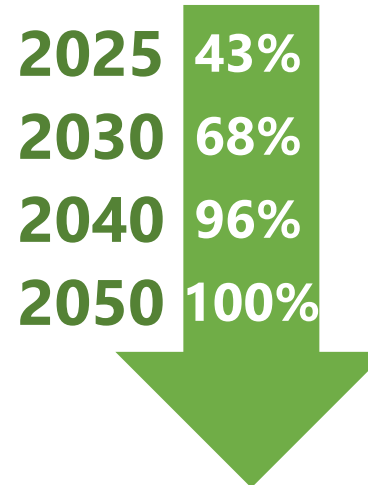
Between 2012 and 2020, Ottawa's emissions decreased by 15%. Historically, this decrease has been attributed to the province phasing out coal plants across Ontario, however, a significant reduction in GHG emissions was also observed during the COVID-19 pandemic, particularly within the transportation sector. In order to meet the short and mid-term GHG reduction targets, emissions will need to decrease by 5 to 6 per cent a year over the next five to ten years. In Ottawa, the building and transportation sectors account for approximately 90 per cent of city-wide emissions which has remained consistent since 2012.

Note: these results are currently undergoing a third-party review and may be subject to change.

Sector	GHG emissions (kt CO2e)				Contribution to achieving targets (%)
	2012	2018	2019	2020	
Buildings	3,163	2,789	2,862	2,588	-9%
Transportation	2,776	2,630	2,700	2,329	-7%
Waste	464	478	468	494	0%
Agriculture	205	182	185	180	0%
<b>Total</b>	<b>6,608</b>	<b>6,079</b>	<b>6,215</b>	<b>5,591</b>	<b>-15%</b>

Source: [Results of the 2020 Community and Corporate Greenhouse Gas \(GHG\) Inventories](#)

## Council-Approved GHG Emission Reduction Targets





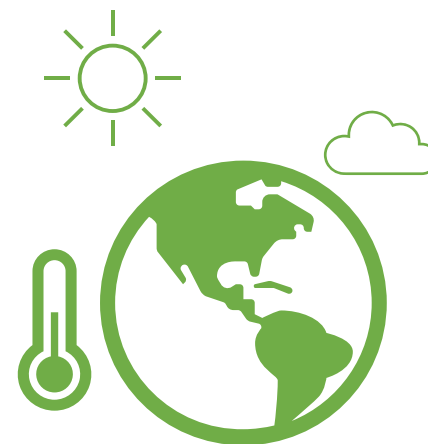
# Indicator Gaps for Climate Change

## Context

Climate change is the greatest global threat in the 21<sup>st</sup> Century according to the World Health Organization as it impacts people’s health and safety, their communities, infrastructure, economy, and the natural environment. Municipalities have a responsibility to mitigate greenhouse gas emissions and the OP plays a role in achieving Council-approved targets to reduce community emissions by 100 per cent by 2050.

To achieve these targets, the OP aims to reduce greenhouse gas emissions through land-use, transportation, and energy planning within intensification and urban expansion areas. The OP also encourages innovative, sustainable, and resilient site and building design citywide.

Currently, there are gaps in available indicators reducing GHGs that specifically relate to land use, transportation, and energy planning categories.



## Potential Indicators

Further research is required to measure progress towards more specific sources of GHG emissions among the following categories:

### Land Use

- More dwellings in proximity to existing transit, services, and amenities to reduce the potential of GHG emissions from transportation trips
- Achieving minimum residential densities in urban expansion areas to accommodate growth in more energy efficient built forms

### Transportation

- Increasing shares of trips by transit, walking, cycling, and other sustainable modes to reduce GHG emissions from transportation trips
- More EV charging stations available for public use to reduce the potential of GHG emissions from transportation trips

### Energy Planning

- More solar roofs, or “solar ready” roof installations to reduce GHG emissions from power generation
- More buildings with High-performance Development Standards (HPDS) to reduce future GHG emissions
- More existing homes enrolled in the Better Homes Ottawa Loan Program to reduce existing GHG emissions

# FURTHER INFORMATION

## Other reports

- [Official Plan](#)
- [Parks and Recreation Facilities Master Plan](#)
- [Climate Change Master Plan](#)
  - [Climate Change Master Plan - Annual Greenhouse Gas Inventories and Status Update](#)
- [Greenfield Residential Land Survey](#)
- [Vacant Industrial and Business Park Lands Survey](#)
- [Strategic Road Safety Action Plan Annual Report](#)
- [Tree Canopy Assessment – Canada’s Capital Region, Fall 2019](#)

**Thank you** to the following departments and groups for contributing to this project through their data, feedback, insights, and time:

Ottawa Public Health; Business and Technical Support Services; Geospatial Analytics, Technology and Solutions Branch; Research and Forecasting; Affordable Housing Development Branch; Community & Social Services, Social Policy, Research, and Analytics; Finance and Corporate Services; By-law Review Services; Public Realm and Urban Design Branch; Heritage Planning; Parks and Facilities Planning, Recreation, Culture and Facility Services; Infrastructure & Water Services; Linear Asset Management Branch; Active Transportation Planning Branch; Transportation Policy and Networks Branch; Strategic Asset Management; Road Services; Parking Services; Policy Planning; Strategic Initiatives; and the Climate Change and Resiliency Branch

# GLOSSARY

## **Active Parkland**

Active parkland consists of parks containing any features or facilities that encourage use by the public. These parks may include active facilities such as pathways, play structures, water play and sports fields, among others.

## **Affordable Rent**

In accordance with the PPS definition of affordable, an affordable rent is at or below the average market rent of a dwelling in the regional market area.

## **Asking Rent**

The rent an owner or property manager is asking for a dwelling listed on the rental market.

## **Bike Lane**

A dedicated space for cycling, at road level, demarcated by paint and signage.

## **Core Housing Need**

According to Statistics Canada, Core housing need refers to whether a private household's housing falls below at least one of the indicator thresholds for housing adequacy, affordability or suitability, and would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (attains all three housing indicator thresholds).

## **Cycle Track/Separated Bike Lane**

A dedicated space for cycling, either at road or sidewalk level. Demarcated with a physical barrier such as a curb or pinned-curb.

## **Cycling Facilities**

Interventions made by the City to designate space within the street for the movement of cyclists. These include bike lanes, multi-use pathways, cycle tracks, and segregated bike lanes.

## **Multi-Use Pathway**

A facility with shared usage for pedestrians and cyclists.

## **Non-profit Affordable Housing**

Housing owned and/or operated by a not-for-profit or charitable housing organization that has received funding through the City of Ottawa from municipal, provincial, and/or federal funding programs.

## **Rural Area**

Lands that are located outside settlement areas and Ottawa's urban boundary.

## **Urban, Built-up Area**

The built-up portion of Ottawa's urban boundary.

## **Urban Greenfield Area**

The undeveloped, greenfield portion of Ottawa's urban boundary.

## **Vacant Unit**

A residential unit is considered to be vacant if it has been unoccupied for more than the aggregate of 184 days during the previous calendar year, is not the Principal Residence of an Occupier, and it is not occupied for residential purposes by a Tenant under a Tenancy Agreement, or by a subtenant under a Sublease Agreement, for a term of at least 30 consecutive days.

## **Villages**

Settlement areas within the rural area.



# 2022 ANNUAL DEVELOPMENT REPORT



City of Ottawa  
Planning, Development and Building Services  
July 2024

Visit us:  
[ottawa.ca/planning](https://ottawa.ca/planning)

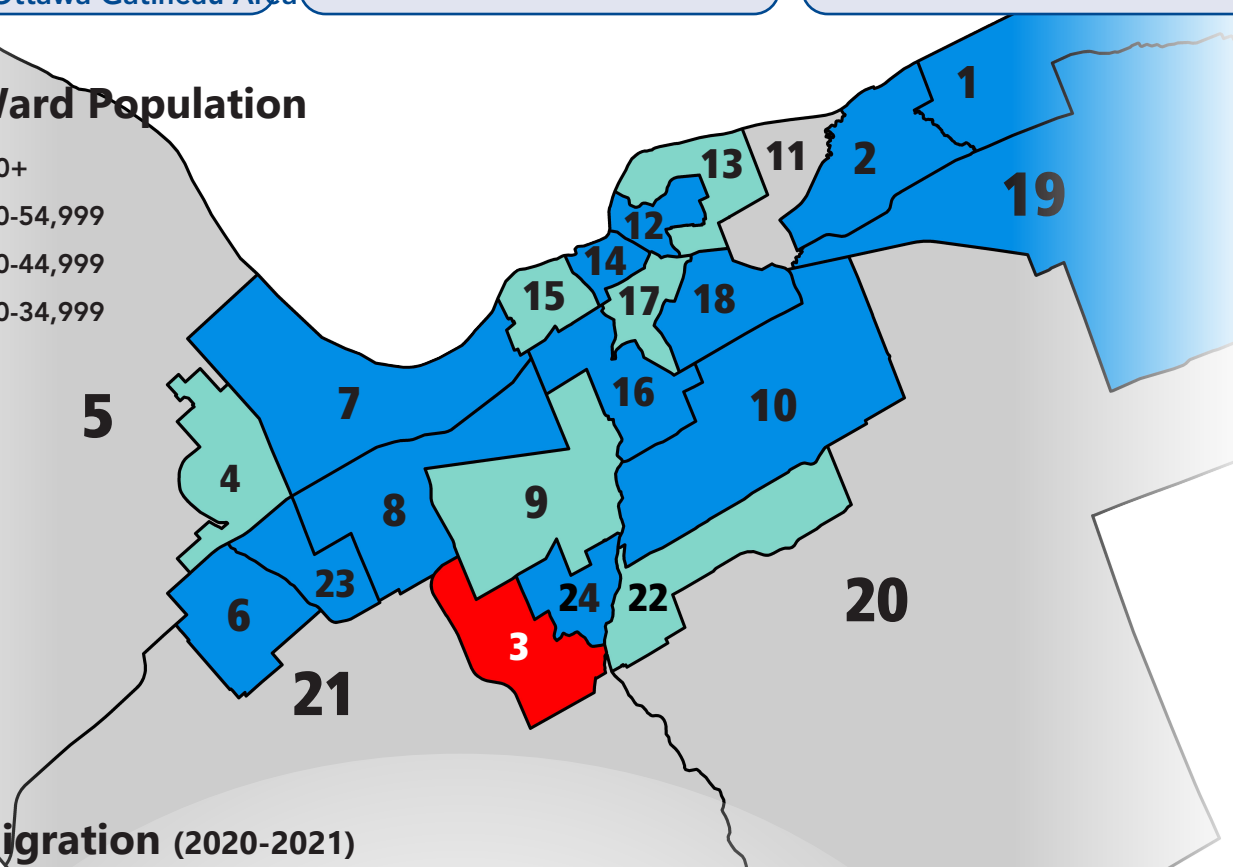
# POPULATION & MIGRATION

## Population

<p><b>1,606,327</b>  2.2%</p> <p>Greater Ottawa-Gatineau Area</p>	<p><b>1,550,826</b>  2.3%</p> <p>Ottawa-Gatineau CMA</p>	<p><b>1,067,310</b>  2.0%</p> <p>City of Ottawa</p>
---	--	---

### 2022 Ward Population

- 55,000+
- 45,000-54,999
- 35,000-44,999
- 25,000-34,999



### Net Migration (2020-2021)

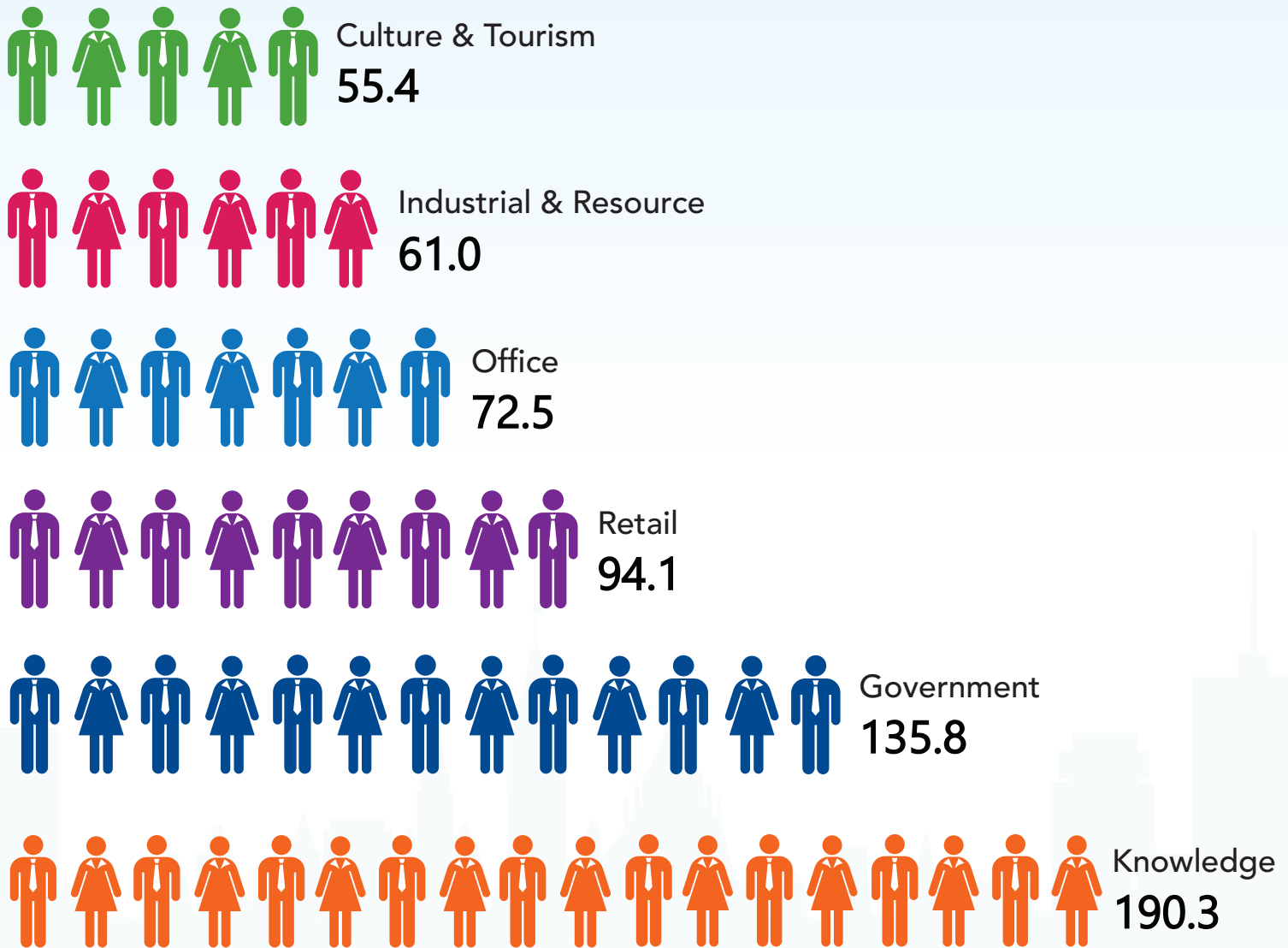
<b>+9,518</b> International	<b>+162</b> Interprovincial	<b>+1,200</b> Intraprovincial	<b>Total</b> <b>10,880</b>
--------------------------------	--------------------------------	----------------------------------	-------------------------------

## EMPLOYMENT AND ECONOMY

Ottawa



### Employed Residents by Cluster ('000s)



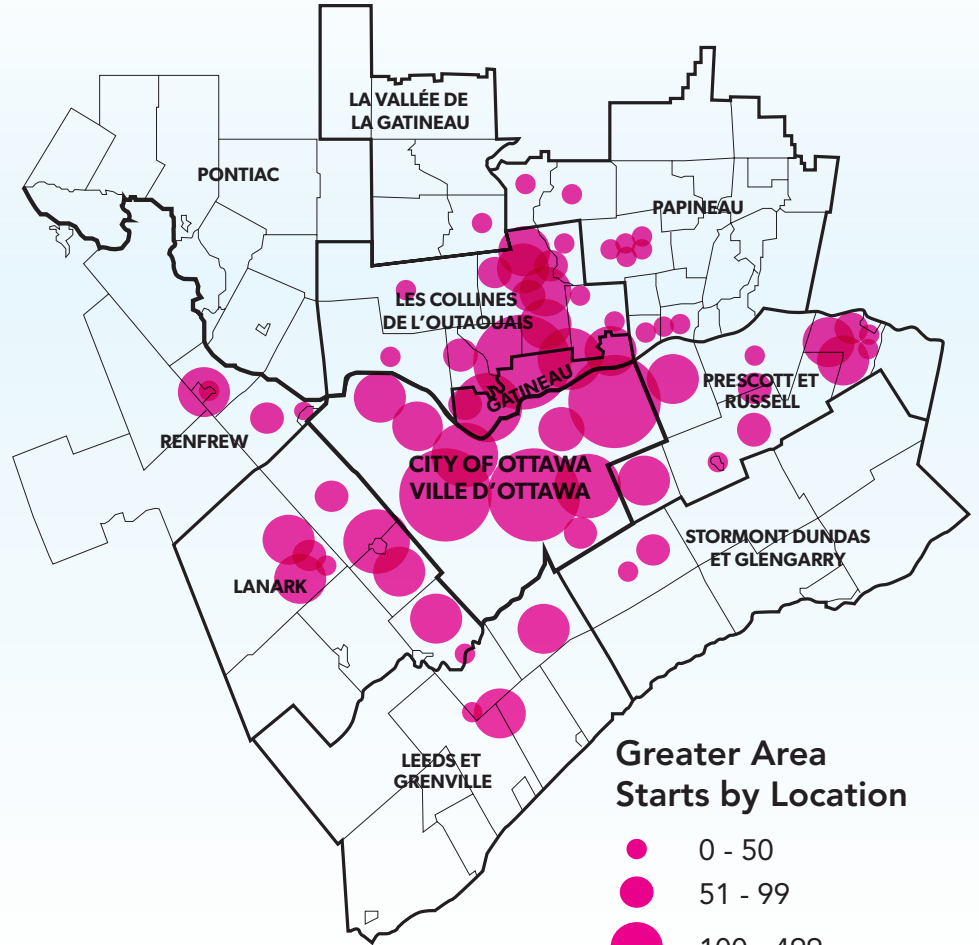
## HOUSING STARTS

Ottawa

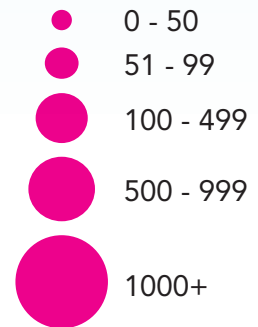
**10,077** 7.2%  
Housing starts

**2.1%** 1.3%  
Rental vacancy rate

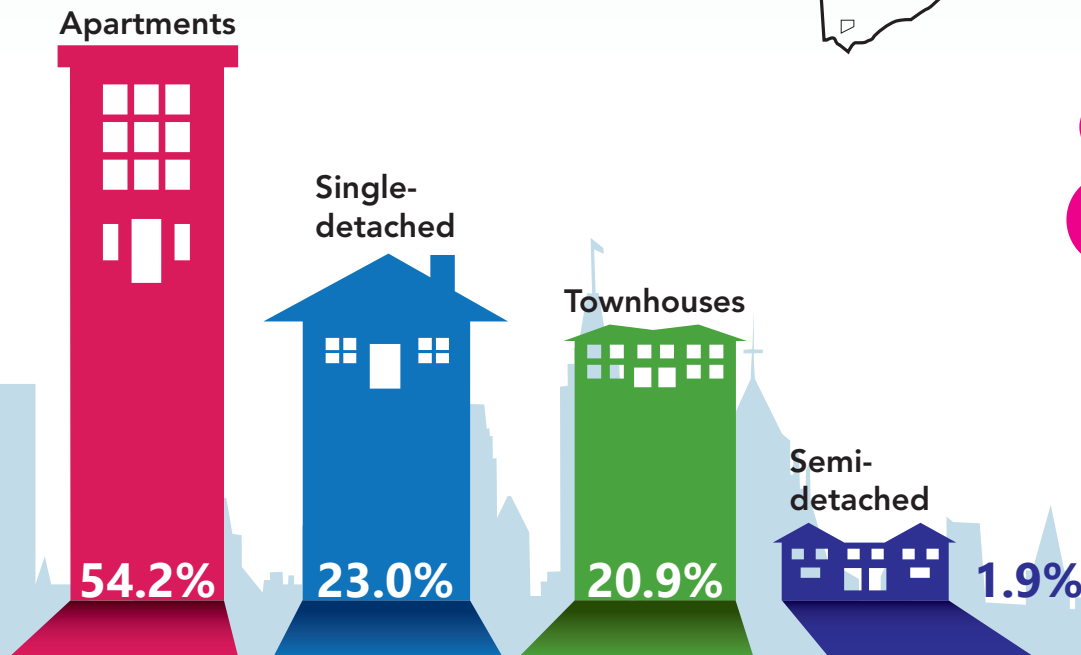
**\$691,664** 7.1%  
Average resale price  
(all units)



Greater Area Starts by Location

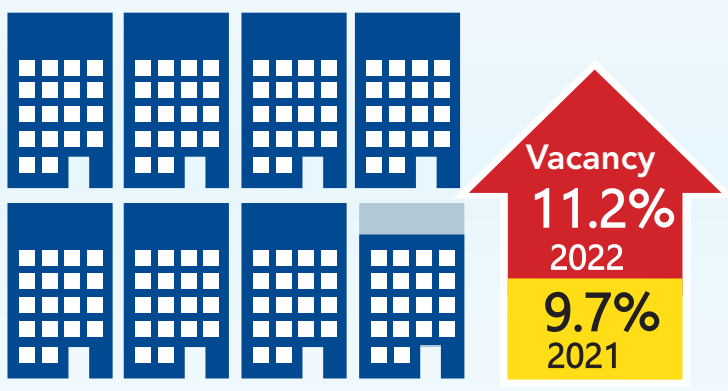


Ottawa Starts by Type



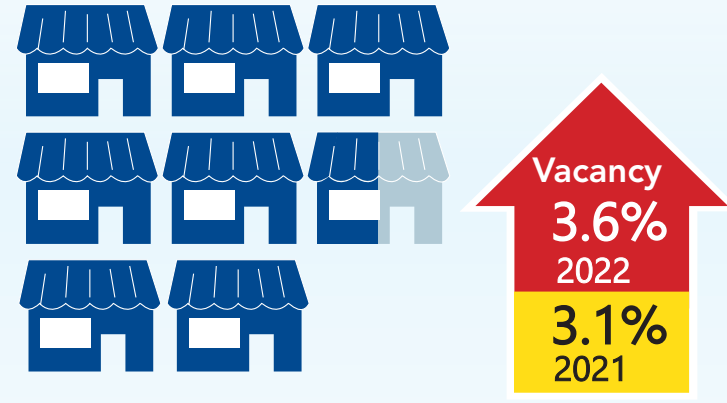
## NON-RESIDENTIAL DEVELOPMENT

### Office



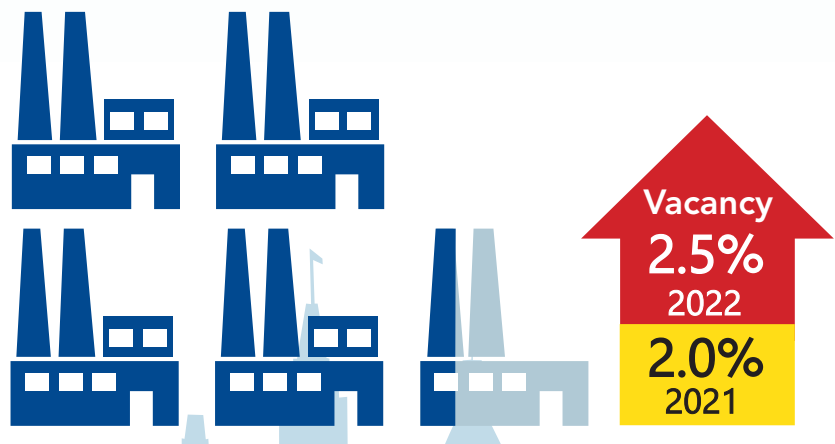
Inventory  
4.1 million m<sup>2</sup> ↑ 5.8%  
44.4 million ft<sup>2</sup>

### Retail



Inventory  
3.8 million m<sup>2</sup> ↑ 0.6%  
40.4 million ft<sup>2</sup>

### Industrial



Inventory  
2.5 million m<sup>2</sup> ↑ 9.6%  
26.9 million ft<sup>2</sup>

# 2022 Annual Development Report



**City of Ottawa**

Planning, Development and Building Services  
Research and Forecasting Unit  
July 2024

# 2022 ANNUAL DEVELOPMENT REPORT

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# 2022 ANNUAL DEVELOPMENT REPORT

## Purpose

The Annual Development Report (ADR) provides updates and analysis of demographic and economic statistics and related development activity in the city of Ottawa. It is supplementary to the Official Plan (OP) Monitoring Report which measures other development and planning data indicators against OP policy goals and objectives. The 2023 update of the ADR will be available in Q4 2024.

The ADR monitors population and employment change as well as housing, office, industrial and retail development. In addition, the ADR provides information on the Gatineau/Québec Census Metropolitan Area (CMA) and the Greater Ottawa-Gatineau Area, where possible, to provide a complete overview of the Regional Market Area<sup>1</sup> (see maps on pages 3 and 4).

For each section, the body of the report contains a brief analysis and the appendix contains supporting tables. All references to tables within the text refer to data tables in the Appendix.

## 1. Population

### HIGHLIGHTS

- City of Ottawa population, year-end 2022 (City estimate): 1,067,310 - up 2.0% from 2021
- Greater Ottawa-Gatineau Area population, year-end 2022: 1,606,327 - up 2.2% from 2021
- Net migration to Ottawa-Gatineau increased 160.3% from the year before

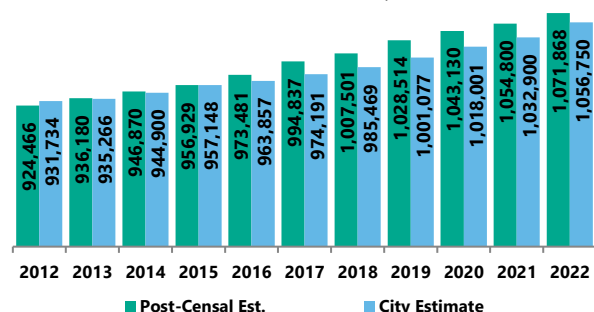
### 1.1 Population Growth

#### Major Cities

In 2022, the Ottawa-Gatineau Census Metropolitan Area (CMA) was the sixth largest in Canada with a population of 1,498,610. The population grew 1.7% between 2021 and 2022, below the 2.2% average for the six major Canadian centres. All major urban centres saw an increase in population growth compared to previous years following the COVID-19 pandemic. The Ontario part of the

**City of Ottawa Population,  
Post-Censal and City Estimates,  
2012-2022 (mid-year)**

Source: Statistics Canada and City of Ottawa



<sup>1</sup> The City of Ottawa, City of Gatineau, and Ontario Municipalities Adjacent to Ottawa (OMATO) are individual jurisdictional boundaries that together share a high degree of social and economic interaction and thus form the *Regional Market Area* as defined in the *2020 Ontario Provincial Policy Statement (PPS)*.

CMA experienced more growth than the Quebec portion, maintaining roughly 76% of the overall CMA population (Table 1).

**2022 Population based on 2016 Census**

Statistics Canada prepares annual mid-year population estimates for Ottawa and other urban centres. The current series is based on the 2016 Census adjusted for undercounting (people missed in the Census). To this base, births and net in-migration are added and deaths are subtracted each year. Estimates undergo two cycles of revision before a final estimate is confirmed. Statistics Canada’s preliminary mid-year 2022 post-censal population estimate for Ottawa was 1,071,868 (Table 1).

**City Estimate**

The Planning, Development, and Building Services Department tracks population change by tabulating the number of new dwellings issued building permits, lagged to allow for occupancy. From these units, demolished units are subtracted and an allowance for rental vacancies, adjusted based on the most recent Canadian Mortgage and Housing Corporation (CMHC) Rental Market Report, is included. The resulting number of dwellings is multiplied by the average number of persons per dwelling by housing type (based on Census results). This is combined with the population in existing housing and adjusted for ongoing small declines in average household size to arrive at a final population estimate.

This method provides regular updates of population and household growth for detailed geographic areas of the city, including wards and sub-areas. Based on this technique, the city of Ottawa had a mid-year 2022 population of 1,056,750 and a year-end 2022 population of 1,067,310, a 2.0% increase from 2021 (Table 2).

**Summary**

There is a range of population figures for the city of Ottawa in 2022 depending on source:

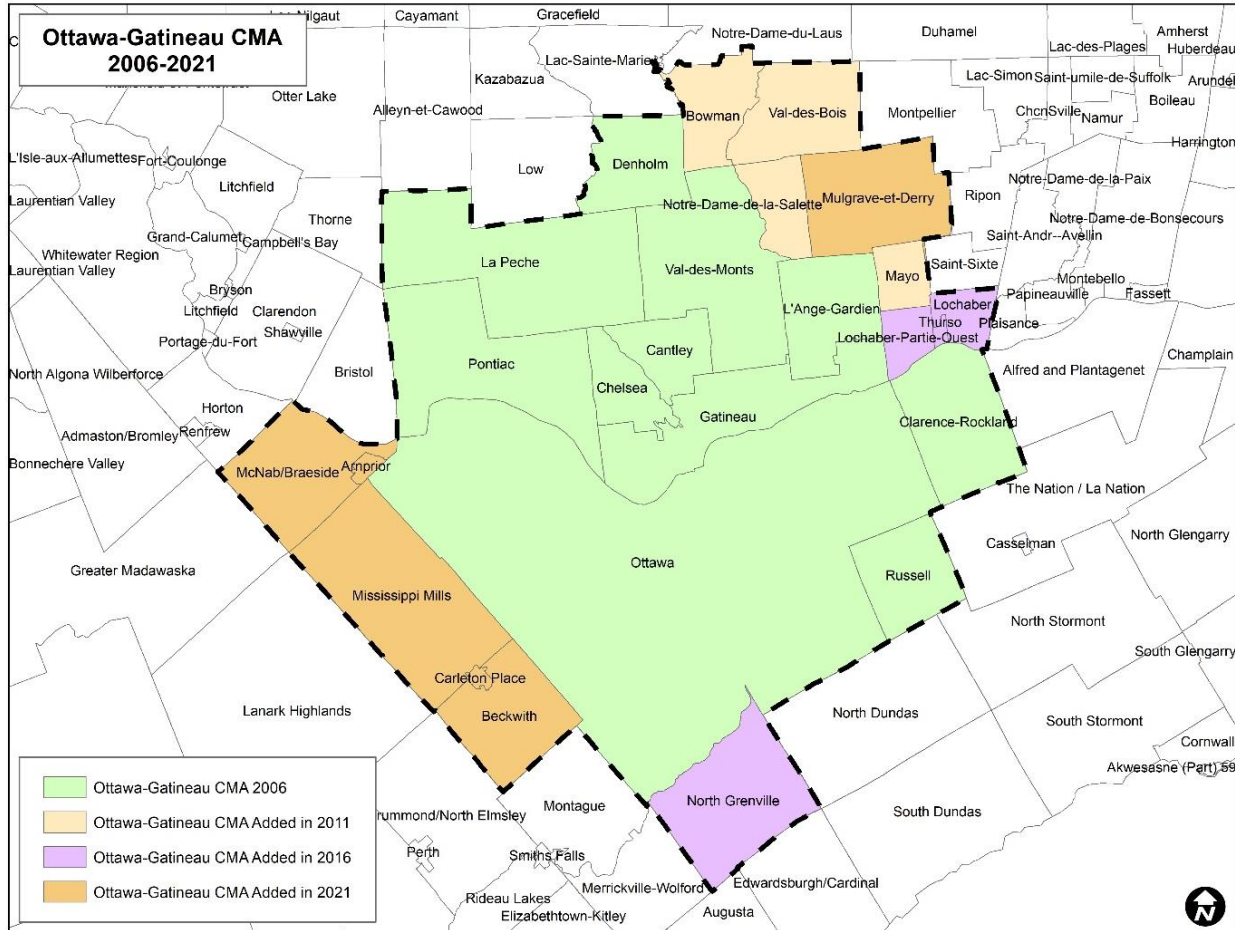
<b>City of Ottawa Population by Source</b>	<b>mid-2022</b>	<b>year-end 2022</b>
StatsCan Preliminary Post-2016 censal Estimate	1,071,868	n/a
City Estimate of actual population	1,056,750	1,067,310

Source: Statistics Canada; City of Ottawa

**1.2 Population Distribution & Growth in the Greater Ottawa-Gatineau Area**

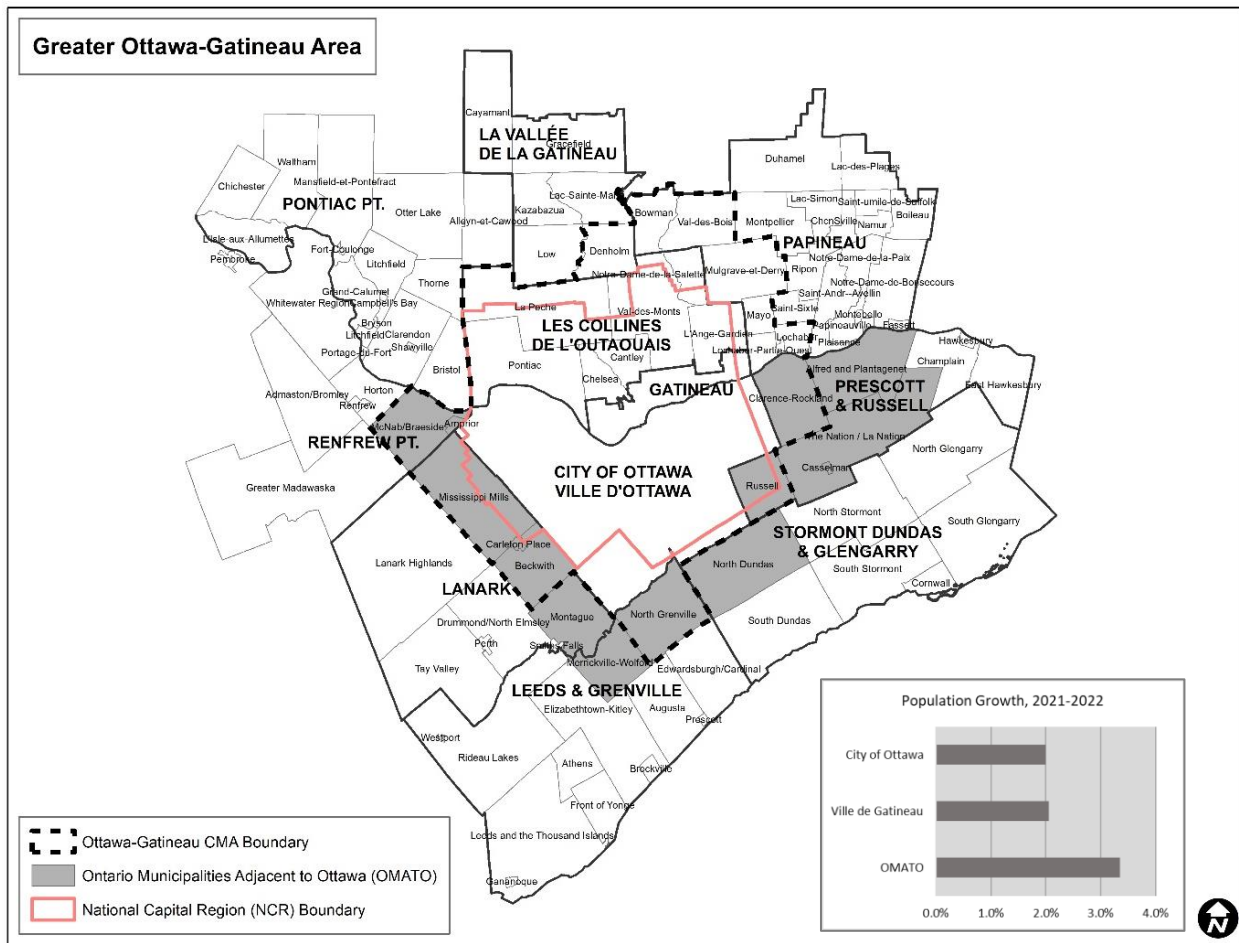
The Greater Ottawa-Gatineau Area includes the Ottawa-Gatineau CMA, shown on Map 1, and other municipalities adjacent to the city of Ottawa as shown on Map 2. In 2022, there were 1,606,327 people in the Greater Ottawa-Gatineau Area, with the city of Ottawa containing the

bulk of the region’s population followed by the Ville de Gatineau, and OMATO<sup>2</sup> (Table 3; Map 2).



Map 1. The Ottawa-Gatineau Census Metropolitan Area (CMA)

<sup>2</sup> OMATO: Ontario Municipalities Adjacent to Ottawa.



**Map 2. The Greater Ottawa-Gatineau Area, showing Upper Tier/Regional Counties**

The Greater Ottawa-Gatineau Area includes the City of Ottawa, Ville de Gatineau and the surrounding shaded areas. Shaded areas denote Ontario Municipalities Adjacent to Ottawa (OMATO). Shaded areas not physically adjacent to Ottawa, such as Casselman in Prescott & Russell County, have a high degree of their work force employed in Ottawa.

## Ottawa

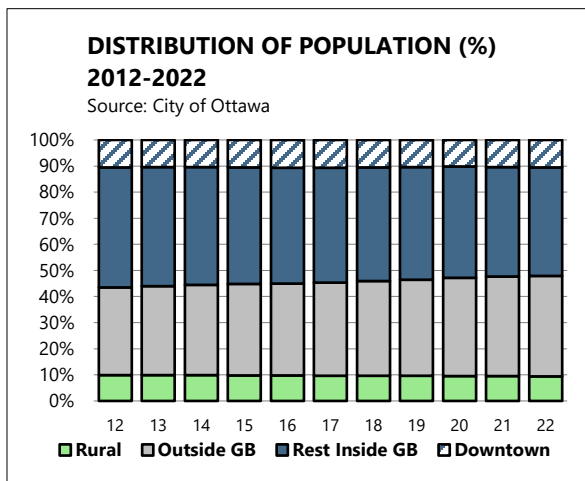
Within Ottawa, all sub-areas experienced an increase in population growth in 2022 except Bayshore, which experienced a 0.3% decrease in population, and the Rural Northeast, which saw no change in population. The greatest population growth took place in Leitrim at 12.0% followed by Downtown<sup>3</sup> Ottawa at 8.2% year-over-year. As a whole, the population of Downtown Ottawa was estimated to be 112,290 people in 2022, a 3.2% increase. Despite this growth Downtown, suburban areas outside the Greenbelt still saw the largest absolute population increase by area in 2022, following the pattern of previous years. In these areas, the population grew by 12,190 people (3.1% growth) to an estimated population of 411,220 in 2022, with suburban households also increasing by 3.1%. Areas inside the Greenbelt but outside of the Downtown had an estimated population of 443,220, 0.9% higher than in 2021. In

<sup>3</sup> "Downtown" refers to the Central Area and Inner Area (see map attached to Table 3).

the rural area the population reached 100,570, up 1.3% from 2021 while rural households increased 1.6%.

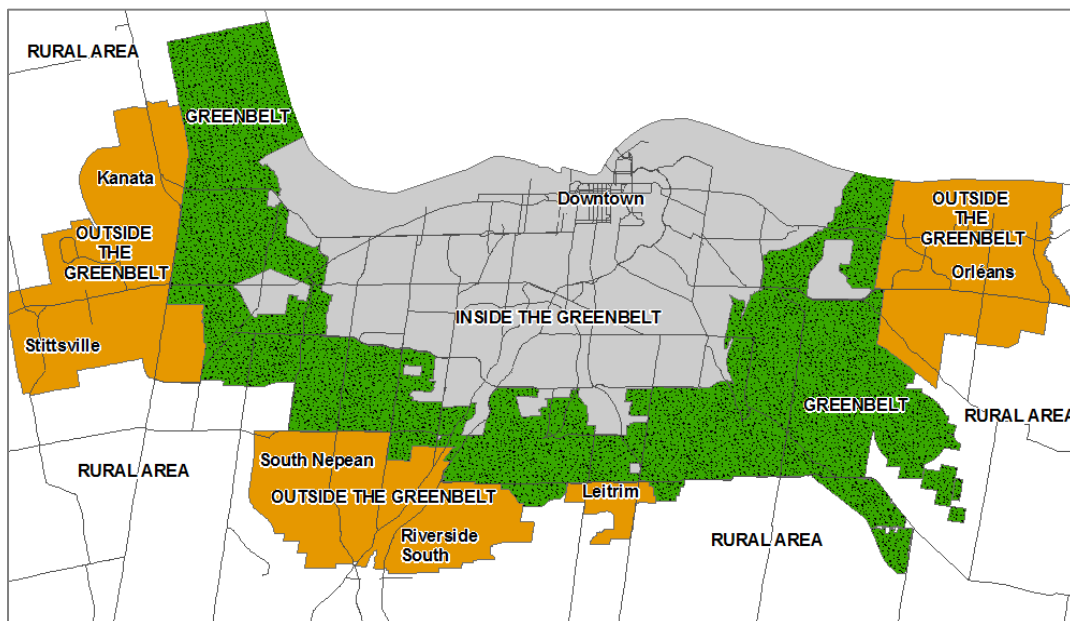
Even with recent growth in the Downtown, the percentage share of the population living inside the Greenbelt remains fairly stable with slight decreases each year; at the end of 2022 the share was 52.0% compared to 52.4% a year earlier. The Downtown population share has also remained consistent, returning to pre-pandemic levels at 10.5% from 10.1% in 2020. Suburban centres increased to 38.5% of the population from 38.1% in 2021, while the rural area experienced a slight decrease to 9.4% (Table 2).

The largest share of population growth in 2022 was in Kanata-Stittsville (19.6% of all growth), followed by Downtown (16.9%), South Nepean (15.7%), Leirtrim (9.2%), and Riverside South (7.4%). The Rural area experienced the least amount of growth at 6.1%.



**CITY OF OTTAWA GROWTH BY SUB-AREA, 2021-2022**  
Source: City of Ottawa

	Population Increase	% Share of Growth
Downtown	+3,530	16.9%
Other Inside the Greenbelt	+3,850	18.4%
Kanata-Stittsville	+4,090	19.6%
South Nepean	+3,280	15.7%
Riverside South	+1,550	7.4%
Leitrim	+1,930	9.2%
Orleans	+1,340	6.4%
Rural	+1,270	6.1%



Map 3. Ottawa's geographic areas (Downtown; Inside the Greenbelt; Greenbelt; Outside the Greenbelt; Rural Area)

## Gatineau and Periphery

City of Ottawa staff estimate Gatineau had a population of 305,794 at the end of 2022, an increase of 2.1% from 2021 (Table 3). Statistics Canada’s preliminary postcensal estimate for July 2022 lists the population of Gatineau at 292,524.

Quebec municipalities outside of Gatineau and within the CMA increased in population by 3.7% in 2022 to a total of 57,850. The majority of these communities increased in population, except Denholm (-9.7%) and Lochaber (-24.8%) which saw a year-over-year decrease in 2022 (Table 3).

## Ontario Municipalities Adjacent to Ottawa (OMATO)

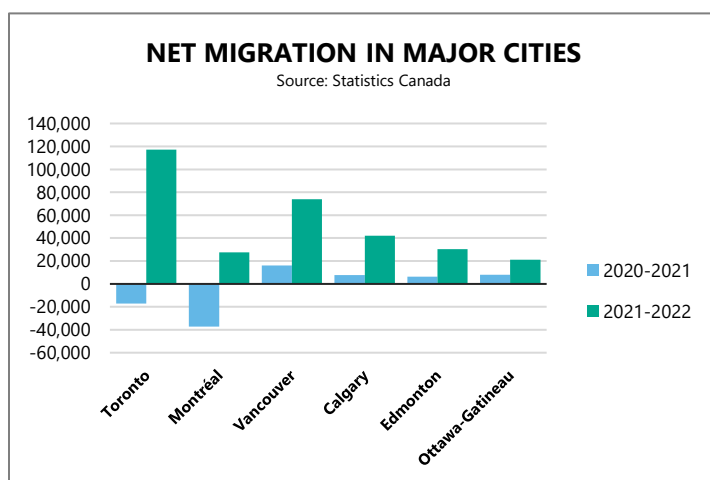
The City of Ottawa estimate for OMATO’s 2022 year-end population is 175,373, a 3.4% increase from 2021. The five most populous OMATO municipalities were Clarence-Rockland (26,524, up 5.1% from 2021), North Grenville (19,842, up 6.3%), Russell (19,374, up 4.4%), North Dundas (14,881, up 1.4%), and Mississippi Mills (13,952, up 10.1%) (Table 3).

### 1.3 Migration

Migration data for 2020-2021 (the most recent available at the city level) shows the net number of people moving to Ottawa was 10,880, a 42.7% decrease from the year before. There was a 17.5% increase in movers from the Greater Toronto Area while all other areas across Canada either saw a decrease in movers to Ottawa or an increase in movers coming from Ottawa (Tables 4 and 5).

International net migration decreased to 9,518 in 2020-2021, down 2,953 people from a year earlier. Intraprovincial net migration also decreased from 2,987 to 1,200 and interprovincial net migration decreased from 3,518 to 162 (Table 4). This decrease in net migration is likely a result of travel restrictions during the COVID-19 pandemic.

In 2020-2021, more people moved to adjacent municipalities from Ottawa (a net loss of -4,461 people). From 2016-2021, Ottawa saw a net loss of 10,149 people to outlying regions, with the largest migration being 4,129 people from Ottawa to Lanark County. Meanwhile, 1,703 people moved from Gatineau to Ottawa during this period, although we saw a net loss of 452 people from 2020-2021 (Table 6).





## Major Cities

Migration estimates for CMAs are more recent than at the city-level. All six of Canada's major urban centres experienced a significant increase in net migration between 2021-2022 following the height of the COVID-19 pandemic. Net migration to Canada's major cities increased 2,009.7% year-over-year from 2021-2022. Toronto was the biggest attractor of migrants, with the arrival of 117,140 in 2022, a 781.2% increase from 2021-2022. Ottawa-Gatineau saw net migration increase by 160.3% with 21,070 new migrants between 2021-2022 (Table 7).

In terms of net migration per thousand inhabitants (adjacent table), Calgary experienced the highest net migration rates for 2021-2022, followed by Vancouver and Edmonton. Ottawa-Gatineau and Montréal saw the lowest rates. Of all major cities, Calgary experienced the greatest increase in net migration.

### NET MIGRATION PER 1,000 INHABITANTS, 2021-2022 (preliminary)

Source: Statistics Canada

<i>CMA</i>	<i>2020-2021</i>	<i>2021-2022</i>
Calgary	4.4	26.2
Vancouver	7.6	26.0
Edmonton	4.2	20.0
Toronto	-1.0	17.5
<b>Ottawa-Gatineau</b>	5.9	<b>14.1</b>
Montréal	-9.2	6.3

## 2. Housing

### HIGHLIGHTS

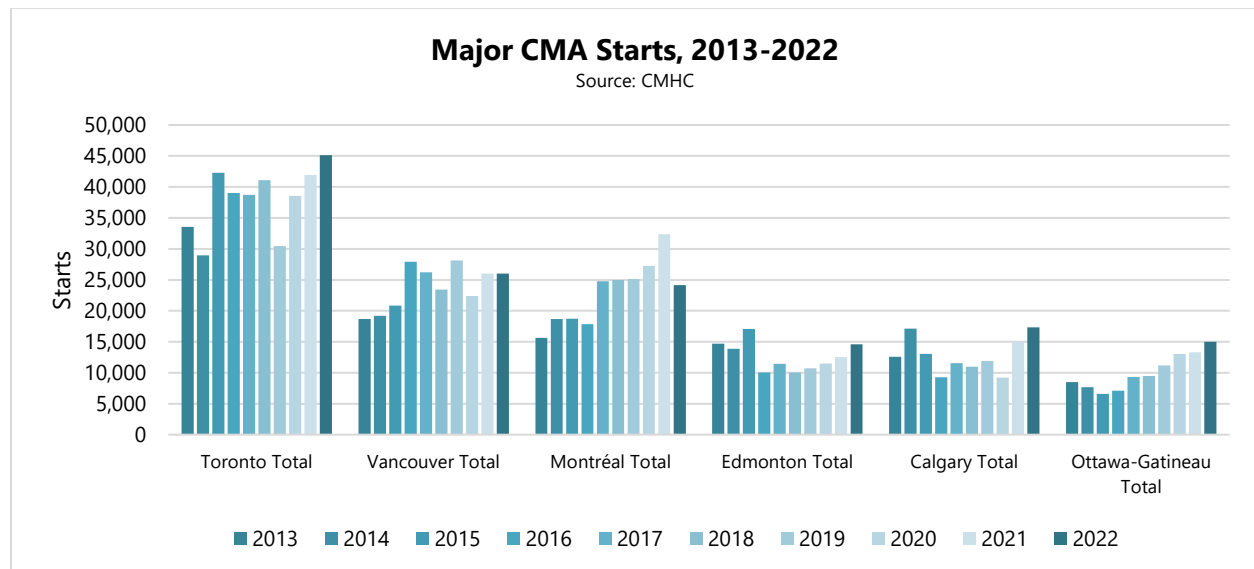
- Housing starts were up 7.2% in the city of Ottawa in 2022
- 54.2% of Ottawa starts were apartments
- Rental vacancy rate decreased from 3.4% in 2021 to 2.1% in 2022

### 2.1 New Construction

#### Major CMA Housing Starts

In the city of Ottawa, there were 10,077 housing starts in 2022, a 7.2% increase from 2021. The larger Ottawa-Gatineau CMA ranked fifth in absolute housing starts among Canada’s six largest metropolitan areas with 15,023 units. Most major urban centres experienced an increase in housing starts year-over-year, while Vancouver and Montreal experienced a 0.1% and 25.3% decrease, respectively. Edmonton had the largest year-over-year increase at 16.3%, followed by Calgary with 15.2%. Apartment starts saw the largest relative increase in Ottawa-Gatineau, Edmonton, and Calgary, while single-detached starts saw larger increases in Vancouver, Edmonton, and Calgary CMAs (Table 8).

	Starts, 2022	% chg. 2021-22
City of Ottawa	10,077	7.2%
Ott-Gat CMA	15,023	13.1%





## Ottawa Starts and Completions by Unit Type

More multi-unit dwellings were built than single-detached units in 2022 for the twenty-first year in a row. In 2022, there were 2,105 single-detached starts, the lowest number of single-detached starts since 2017. The share of single-detached starts accounted for 20.9% of all new starts, down from 29.5% in 2021 (Table 9).

The most popular dwelling type, at 54.2% share, were apartments, with 5,463 units started in 2022, up from 3,790 units in 2021. There was a decrease in the number of semi-detached and townhomes units between 2021 and 2022, with 194 units semi-detached units started (1.9% share) and 2,315 townhomes started (23.0% share).

Ottawa completions in 2022 saw 4,662 freehold units and tracked above its five-year average of 4,473 completed units per year. Overall, private rental apartments were the most popular dwelling type completed, followed by freehold townhomes and freehold single-detached dwellings. In 2022, 7,668 units were completed, 11.3% above the five-year average of 6,845 units (Table 10).

## Ottawa New Single-Detached Prices

New single-detached home prices increased 22.5% to \$924,928 in 2022 from \$755,109 the previous year, or 14.6% after factoring for inflation (Table 11). Inflation is generally derived from the All-Items Consumer Price Index (CPI), which averaged 153.5 in 2022 (from a base of 100 in 2002). The annual 2021 inflation rate as measured by the CPI was 6.9%, 2.7 percentage points higher than it was in 2021 at 4.2%.

## **2.2 Resale Housing**

### Resale House Prices

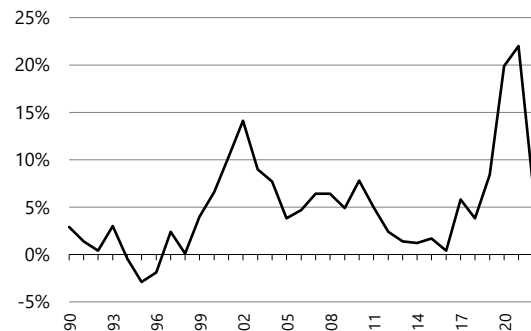
The average MLS<sup>4</sup> residential resale price in the area covered by the Ottawa Real Estate Board (OREB) was \$691,664 in 2022, an annual increase of 7.1% from \$645,976 in 2021 (Table 12).

### Sales Activity and Trends

MLS sales in the larger OREB area decreased for the first time in 10 years between 2021 and 2022. In 2022, only 15,307 units were sold, down 24.6% from 20,302 sales a year earlier (Tables 12 and 13).

**Average MLS price change, Ottawa Real Estate Board area**

Source: OREB



<sup>4</sup> MLS: Multiple Listing Service, a registered trademark of the Canadian Real Estate Association.

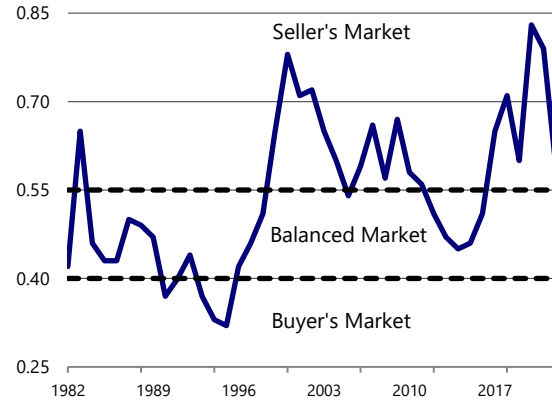
## Supply and Demand

The resale market is usually considered “balanced” when the sales-to-new-listings ratio is between 0.40 and 0.55. A ratio below 0.40 represents a buyers’ market while a ratio above 0.55 is considered a sellers’ market. A ratio of 0.55 means that on average, every month, 55 per cent of all newly-listed houses were sold.

The ratio decreased from 0.79 in 2021 to 0.59 in 2022, moving towards a more balanced market. Ottawa has been in a seller’s market since 2017, after maintaining a balanced market from 2012 to 2016 (Table 13).

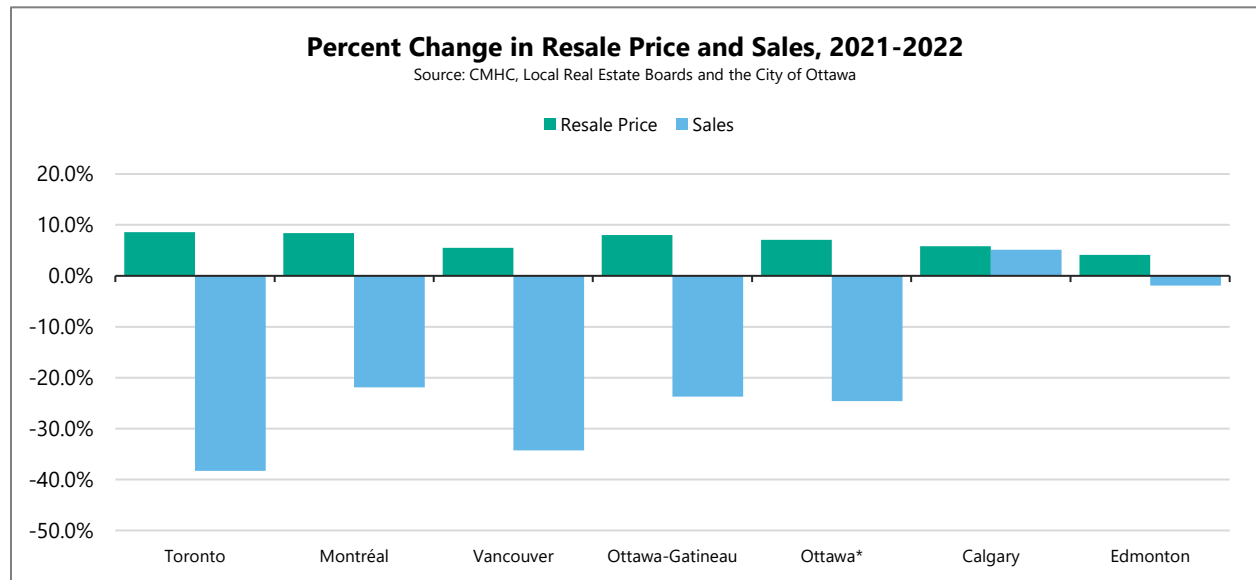
**Ottawa Resale Sales to New Listings Ratio, 1986-2022**

Source: OREB and CMHC



## Major Cities

All major cities saw increases in resale prices in 2022. The average resale price in Ottawa-Gatineau increased by 8.0% to reach \$637,214. Smaller increases were seen in Edmonton (+4.1%) and Vancouver (+5.5%), while Toronto and the Montreal saw the largest increases at 8.6% and 8.4%, respectively. While all cities experienced an increase in resale prices, all except for Calgary also experienced a decrease in housing resales (Table 12).



\* The Ottawa Real Estate Board (OREB) area, which is significantly larger than the city of Ottawa.

When condominium and non-condominium average prices are separated, Ottawa still experienced an increase in both condominium (+8.2%) and non-condominium (+7.0%) price changes (adjacent table).

2022 AVG MLS® RESALE PRICE* & 2021-2022 % CHANGE				
Major City	Price: Condominium	2021-2022 % Change	Price: Non-Condominium	2021-2022 % Change
Toronto	\$782,474	10.6%	\$1,471,374	22.9%
Montréal	\$455,857	10.4%	\$583,216	8.6%
Vancouver	\$797,600	10.2%	\$1,254,426	5.5%
<b>Ottawa</b>	<b>\$454,273</b>	<b>8.2%</b>	<b>\$769,675</b>	<b>7.0%</b>
Calgary	\$328,346	4.7%	\$643,017	12.6%
Edmonton	\$230,351	-0.2%	\$458,539	5.4%

\*Corresponds to Real Estate Board Territories  
Source: Canadian Real Estate Association and Local Real Estate Boards

Meanwhile, Ottawa condominium and non-condominium sales decreased 24.0% and 24.8%, respectively (adjacent table).

2022 AVG MLS® RESALE SALES* & 2021-2022 % CHANGE				
Major City	Sales: Condominium	2021-2022 % Change	Sales: Non-Condominium	2021-2022 % Change
Toronto	27,298	-39.1%	47,842	-38.1%
Montréal	16,951	-22.3%	42,530	30.6%
Vancouver	15,592	-28.4%	13,311	-40.1%
<b>Ottawa</b>	<b>3,786</b>	<b>-24.0%</b>	<b>11,521</b>	<b>-24.8%</b>
Calgary	12,637	37.0%	21,987	-7.3%
Edmonton	6,470	13.5%	17,172	-8.0%

\*Corresponds to Real Estate Board Territories  
Source: Canadian Real Estate Association and Local Real Estate Boards

### 2.3 Rental Housing

#### Supply

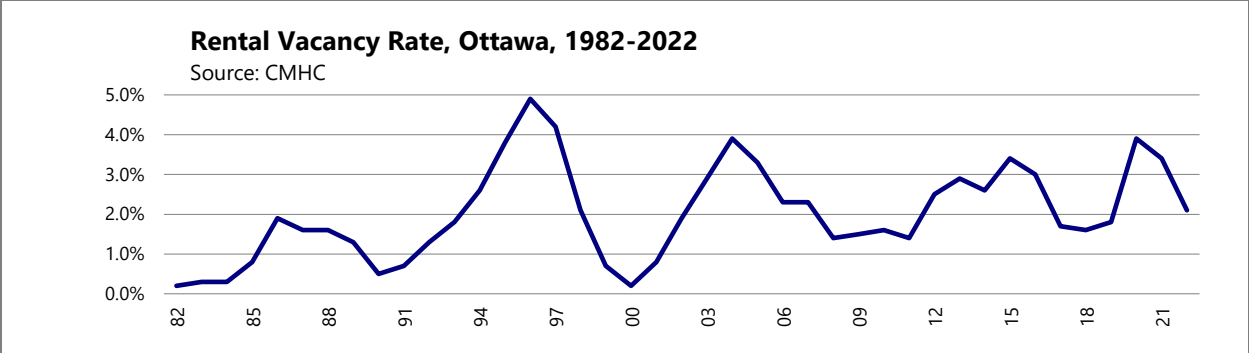
CMHC estimates there was an increase of 5.2% in the total number of rental purpose row and apartment units from 74,266 in 2021 to 78,103 in 2022. The overall supply of condominium rental units decreased 2.1% from 10,822 in 2021 to 10,599. The percentage of condominiums offered as rentals also decreased by 28.7%, while average rents remained higher than rental apartments.

#### Vacancy Rates

Ottawa’s rental vacancy rate decreased from 3.4% in 2021 to 2.1% in 2022. The vacancy rate was lower for bachelor units (1.6%) compared to two-bedroom units (2.4%) and one-bedroom units (2.0%). An overheated housing market supported rental demand to maintain low vacancy rates.

RENTAL VACANCY RATES BY CMHC ZONE, 2022	
Downtown.....	1.3%
Sandy Hill/Lowertown .....	2.1%
Glebe/Old Ottawa South.....	0.7%
Alta Vista.....	3.5%
Carlington/Iris .....	1.0%
Chinatown/Hintonburg/Westboro N .....	1.7%
New Edinb./Manor Park/Overbrook .....	1.7%
Westboro S/Hampton Pk/Britannia .....	4.3%
Hunt Club/South Keys.....	1.4%
Vanier.....	2.5%
Gloucester North/Orleans.....	3.8%
Eastern Ottawa Surrounding Areas .....	
Nepean.....	1.7%
Western Ottawa Surrounding Areas .....	0.4%
<b>City Average .....</b>	<b>2.1%</b>

Source: CMHC's 2021 Rental Market Survey, Table 1.1.1



Private Rental Prices

The average rent for a two-bedroom apartment in Ottawa in 2022 was \$1,625, an increase of 4.8% from 2021 and above the 2022 provincial rent increase guideline of 1.2%. The average rent of a two-bedroom apartment in Gatineau in 2022 was \$1,269. The rent gap between Ottawa and Gatineau for a two-bedroom apartment is \$356 or 24.6% which is lower than the 39.8% gap in 2021.

### 3. Economy

#### HIGHLIGHTS

- The number of employed residents increased 3.4% in Ottawa from 2021 to 2022
- A majority of employment clusters experienced growth in 2022, with the exception of Office and Government clusters which lost 2,800 and 600 jobs, respectively
- The Knowledge cluster had the largest employment numbers with 190,300 employed in 2022
- Ottawa’s overall office vacancy rate increased to 11.2%

#### 3.1 Labour Force

##### Employed Residents

The Ottawa-Gatineau CMA saw an increase of 33,300 employed residents in 2022. Employment gains were seen in all of the nation’s six largest metropolitan areas, with Toronto seeing the largest increase of 160,200 employed residents (adjacent table) and Edmonton experiencing the smallest increase. About 75% of the total jobs in the Ottawa-Gatineau CMA have historically been in the city of Ottawa, with 76.3% in 2022.

Statistics Canada’s sample-based Labour Force Survey (LFS) shows the number of employed residents in the Ontario portion of the Ottawa-Gatineau CMA averaged 610,500 in 2022, up 3.4% or 21,800 employed residents from 2021. The unemployment rate decreased to 4.2% in 2022 from 6.1% in 2021. The local unemployment rate remained lower than provincial (5.6%) and national (5.3%) rates (Table 14).

The North American Industry Classification System’s (NAICS) Major Sectors have been categorized into six main clusters of the local economy. A majority of employment clusters, with the exception of Office and

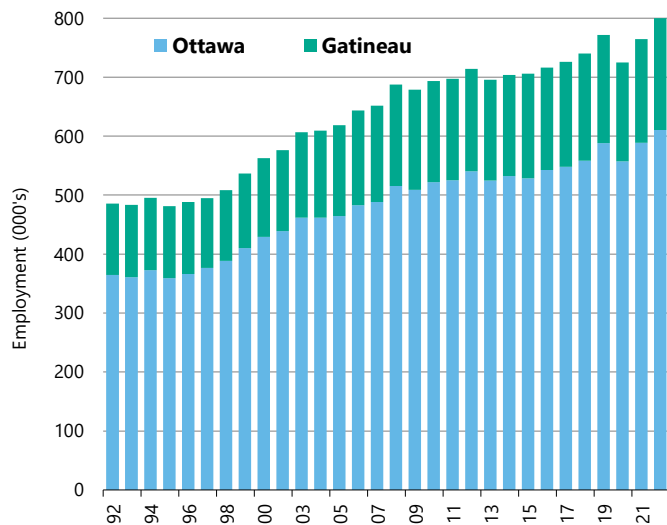
#### Employment Changes, Major Centres, 2021-2022

Source: Statistics Canada, Labour Force Survey, Table 14-10-0384-01

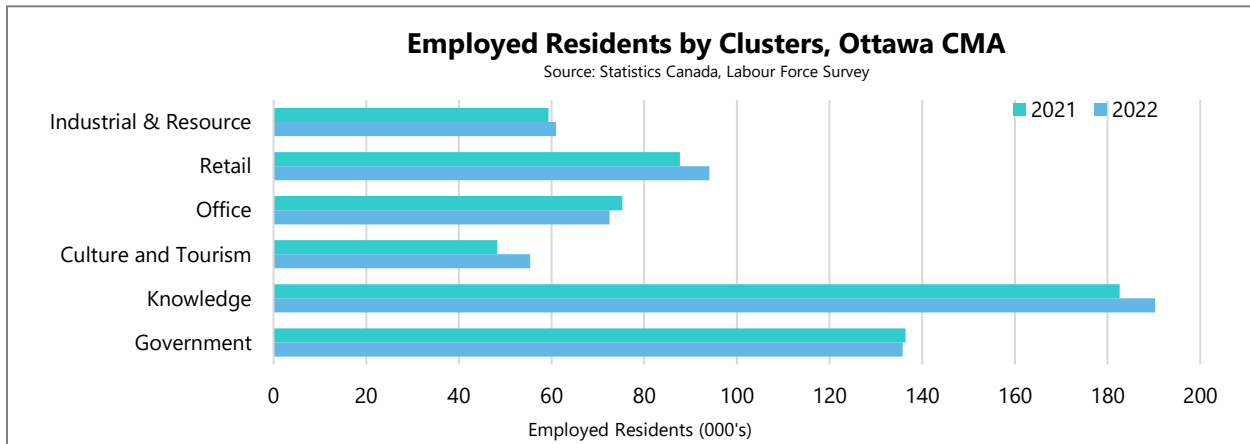
CMA	Net job change
Toronto	+160,200
Vancouver	+39,500
Montréal	+77,400
Edmonton	+30,500
Calgary	+56,300
<b>Ottawa-Gatineau</b>	<b>+33,300</b>

#### Total Employment, Ottawa and Gatineau, 1992-2022

Source: Statistics Canada, Labour Force Survey



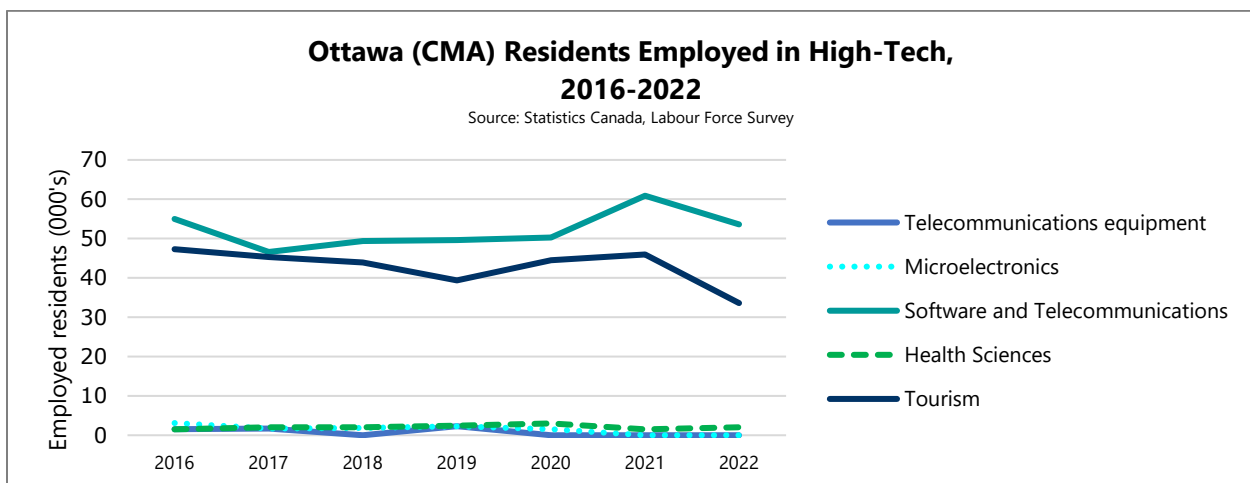
Government clusters, experienced growth in 2022. The Culture and Tourism cluster saw the most growth by adding 7,100 new employees, followed by the Retail cluster with 6,400 new employees. Meanwhile, the Office and Government clusters experienced decreases of 2,800 and 600 employees year-over-year. The Knowledge cluster maintained the largest employment numbers with 190,300 employed (Table 15).



In 2022, private-sector employment also experienced significant growth in employed residents representing 64.0% of all employed residents in Ottawa, up from 61.9% in 2021 and surpassing pre-pandemic levels of 63.6% in 2019 (Table 15).

### High-Tech

In 2022, Ottawa’s Advanced Technology sector experienced a decrease of 6,800 employees. All High-Tech clusters saw a decrease in employees, with the exception of Health Sciences which grew by 33.3% or 500 employees. Tourism lost 12,400 employees (down 27.0%) and Software and Telecommunications lost 7,300 employees (down 12.0%) (Table 15).

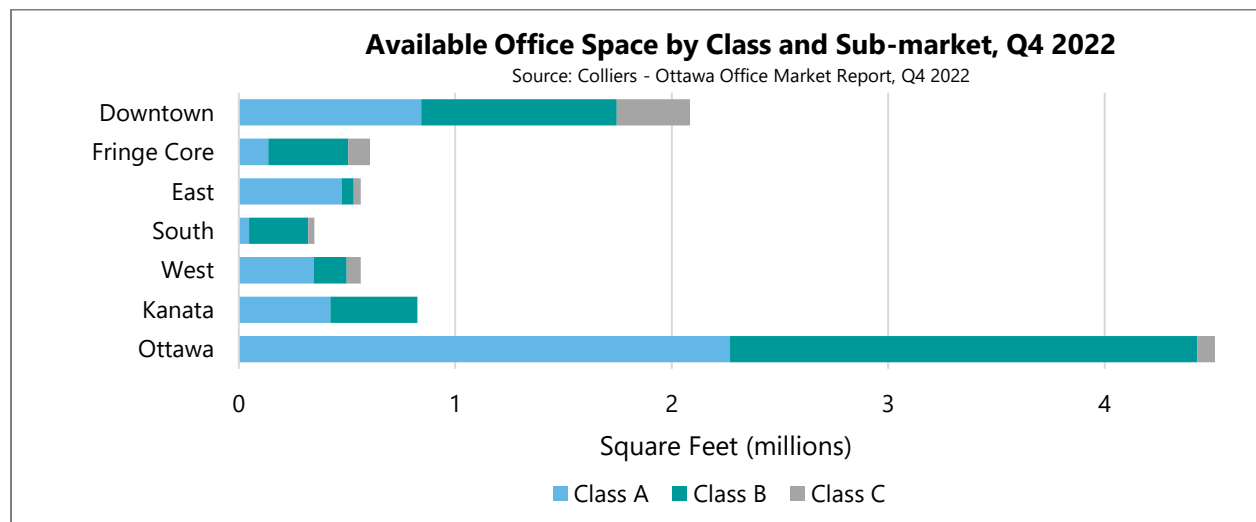
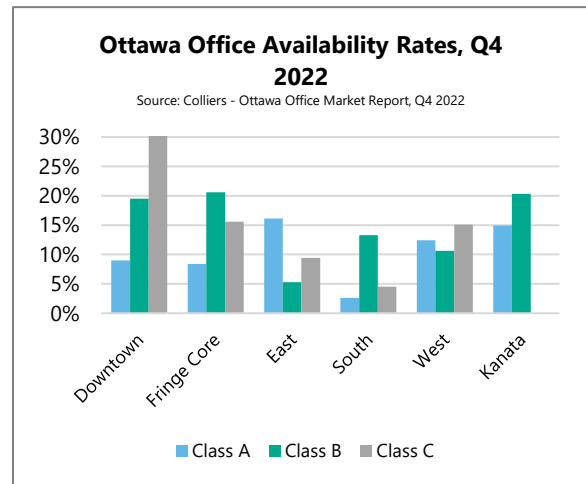
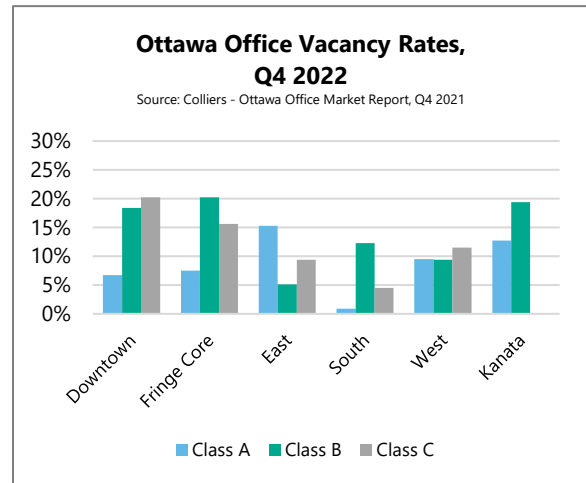


### 3.2 Office, Industrial and Retail Markets

#### Office Market

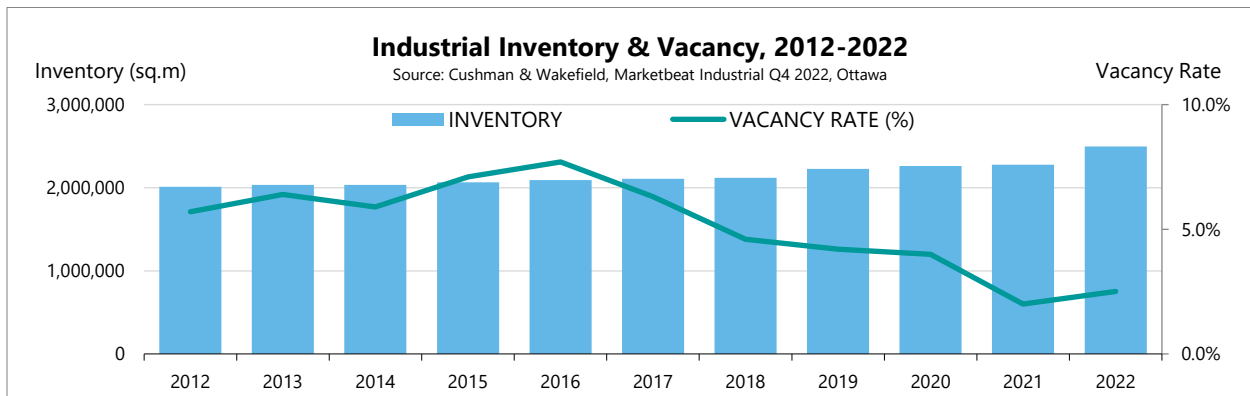
Ottawa has an estimated commercial office space inventory of approximately 4.1 million square metres (44.4 million square feet). Ottawa’s overall vacancy rate increased to 11.2% at the end of 2022 from 9.7% in 2021 (Table 16). The Ottawa South had the lowest vacancy rate of 6.2%, followed by Ottawa West at 9.6%, and Downtown at 10.6%. Kanata had the highest vacancy rate of 15.0% at the end of 2022.

Ottawa’s office market is differentiated by office class and by geographic sub-market with variations in vacancy and availability rates between these variables. Availability rates include all available rentable space, such as expiring leases, subleases or on sale. Vacancy and availability rates show similar patterns by office class and sub-market, with availability rates providing additional upcoming space for new tenants. Class A office continues to be in high demand, particularly in the downtown and south/airport sub-markets. Although varying by sub-market, overall available office space is about 45.5% class A, 43.2% class B, and 11.3% class C.



## Industrial Market

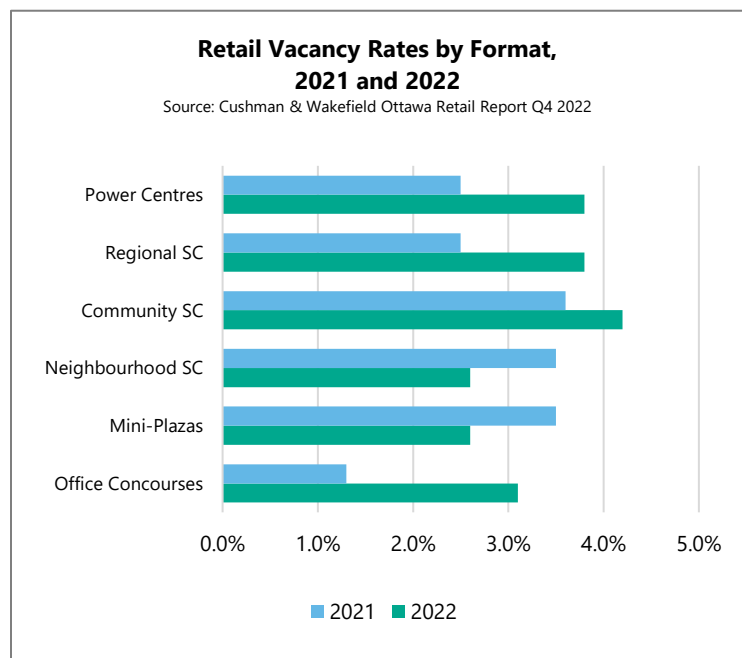
Ottawa is estimated to have over 2.4 million square metres (26.9 million square feet) of industrial floor area at the end of 2022. The city is continuing to grow its industrial assets with 262,680 square metres of new industrial space. Over 56% of the industrial inventory is east of the Rideau River where the vacancy rate has remained steady at 2.4%. West of the Rideau River, vacancies increased from 1.5% to 2.9%. Overall, the vacancy rate increased from 2.0% in 2021 to 2.5% in 2022 (Table 17).



## Retail Market

Retail space is categorized into several format categories. In 2022, all retail categories maintained similar shares of total floor area compared to 2021. Power Centres and standalone big box stores had the largest share of space at 27.2%, 2022.

Most retail formats experienced an increase in vacancy rates between 2021 and 2022, while Mini-Plazas and Neighbourhood Shopping Centres saw vacancy rates decrease. Office Concourses saw the greatest increase in vacancy from 1.3% in 2021 to 3.1% in 2022. Power Centres and Regional Shopping Centres also had vacancy rates increase to 3.8% and Community Shopping Centres increased to 4.2%. The city’s overall retail vacancy rate increased to 3.6% in 2022 from 3.1% in 2021 (Table 18).



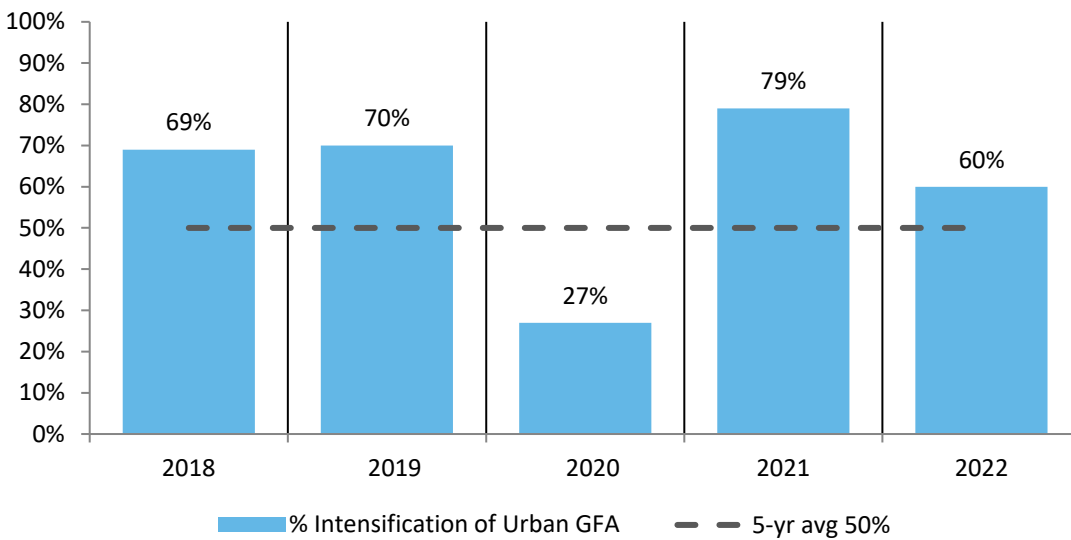


### 3.3 Non-Residential Intensification

Non-residential intensification is the amount of commercial, industrial, and institutional gross floor area (GFA) constructed within the built-up urban and suburban areas. In 2022, approximately 85,866 m<sup>2</sup> (about 924,254 ft<sup>2</sup>) had been constructed within the urban, built-up area, representing an intensification rate of 60%. Over the past five-years, non-residential intensification averaged 50% of total built space. This is lower than typical due to 2020 being an anomalous year when the Amazon Fulfillment Centre Warehouse was built in Barrhaven. The five-year average would be 71% excluding this anomaly (Table 19).

**Ottawa Non-Residential Intensification, 2018-2022**

Source: Building Permits



## Appendix: Data Tables

**TABLE 1****POPULATION OF CANADA'S SIX LARGEST METROPOLITAN AREAS, 2018-2022**

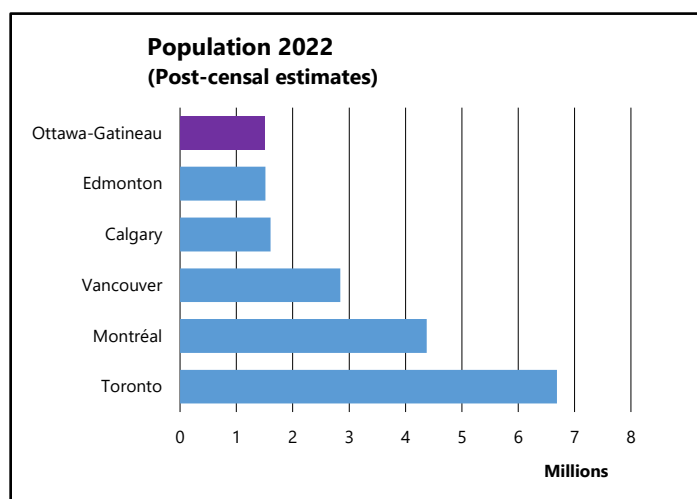
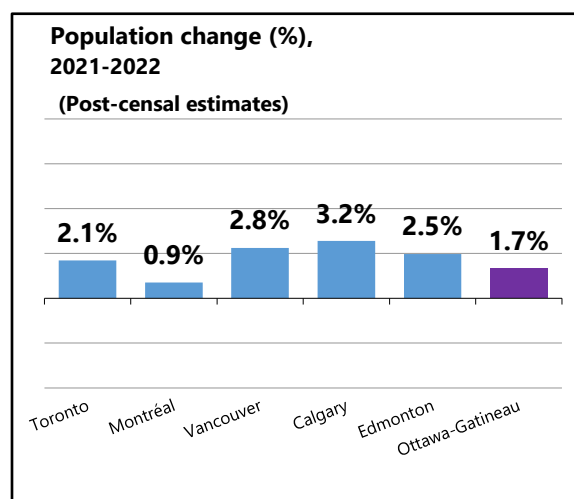
CMA*	2018	2019	2020	2021	2022	2021-2022
						% chg.
Toronto	6,337,780	6,462,898	6,543,886	6,547,381	6,685,621	2.1%
Montréal	4,264,846	4,334,308	4,366,487	4,340,642	4,378,796	0.9%
Vancouver	2,658,582	2,709,277	2,743,765	2,764,932	2,842,730	2.8%
Calgary	1,483,528	1,514,426	1,542,956	1,558,588	1,608,342	3.2%
Edmonton	1,415,351	1,442,835	1,467,219	1,480,159	1,516,719	2.5%
<b>Ottawa-Gatineau</b>	<b>1,411,032</b>	<b>1,438,015</b>	<b>1,462,582</b>	<b>1,474,077</b>	<b>1,498,610</b>	<b>1.7%</b>
City of Ottawa**	1,004,802	1,025,354	1,044,484	1,052,526	1,071,868	1.8%

Source: Statistics Canada, Tables 17-10-0135-01 and 17-10-0139-01; estimates are for July 1 each year

Estimates are final postcensal for 2018 to 2020, updated postcensal for 2021, and preliminary postcensal for 2022.

\* CMA = Census Metropolitan Area, as defined by Statistics Canada. CMA boundaries vary slightly from Census to Census.

\*\* Census Division, as defined by Statistics Canada, corresponding to Single and Upper-Tier Municipalities in Ontario.

**POST-CENSAL POPULATION ESTIMATES, OTTAWA-GATINEAU CMA**

Statistics Canada	2018	2019	2020	2021	2022	2021-2022
Ottawa-Gatineau CMA						% chg.
Ontario part of CMA	1,069,895	1,092,267	1,113,242	1,122,589	1,143,407	1.9%
(%)	75.8%	76.0%	76.1%	76.2%	76.3%	
Quebec part of CMA	341,137	345,748	349,340	351,488	355,203	1.1%
(%)	24.2%	24.0%	23.9%	23.8%	23.7%	
<b>Total CMA Population</b>	<b>1,411,032</b>	<b>1,438,015</b>	<b>1,462,582</b>	<b>1,474,077</b>	<b>1,498,610</b>	<b>1.7%</b>

Source: Table 17-10-0135-01, Statistics Canada.

Estimates are final postcensal for 2018 to 2020, updated postcensal for 2021, and preliminary postcensal for 2022.

**TABLE 2**

**POPULATION AND HOUSEHOLD ESTIMATES BY SUB-AREA, 2018-2022**

SUB-AREA	POPULATION					Growth		HOUSEHOLDS					Growth	
	2018	2019	2020	2021	2022	21-22	% 21-22	2018	2019	2020	2021	2022	21-22	% 21-22
<b>Downtown*</b>														
Central Area	12,610	12,470	12,110	13,520	14,230	710	5.3%	8,060	7,950	7,710	8,620	9,080	460	5.3%
Inner Area	91,950	92,520	91,450	95,240	98,060	2,820	3.0%	49,870	50,260	49,540	51,960	53,770	1,810	3.5%
<b>Other Areas Inside Greenbelt</b>														
Ottawa East	51,810	52,730	53,140	53,000	53,710	710	1.3%	26,640	27,250	27,540	27,510	27,970	460	1.7%
Beacon Hill	31,040	31,710	32,080	32,730	33,240	510	1.6%	14,610	14,930	15,050	15,310	15,550	240	1.6%
Alta Vista	75,170	74,930	75,210	75,820	76,790	970	1.3%	32,980	32,860	33,070	33,410	33,900	490	1.5%
Hunt Club	65,790	65,770	65,660	65,900	66,580	680	1.0%	26,860	26,860	26,800	26,950	27,420	470	1.7%
Merivale	78,010	78,850	78,790	79,100	79,750	650	0.8%	34,640	35,180	35,160	35,350	35,750	400	1.1%
Ottawa West	45,900	46,400	47,380	48,280	48,650	370	0.8%	21,970	22,230	22,820	23,320	23,490	170	0.7%
Bayshore	38,560	38,600	38,500	38,850	38,720	-130	-0.3%	17,940	17,980	17,930	18,170	18,100	-70	-0.4%
Cedarview	45,320	45,330	45,320	45,690	45,780	90	0.2%	18,840	18,870	18,890	19,140	19,220	80	0.4%
<b>Urban Areas Outside Greenbelt</b>														
Kanata-Stittsville	126,180	130,940	135,360	138,900	142,990	4,090	2.9%	47,400	49,440	51,260	52,830	54,560	1,730	3.3%
South Nepean	89,040	90,320	93,960	97,650	100,930	3,280	3.4%	33,170	33,690	35,140	36,650	37,900	1,250	3.4%
Riverside South	16,610	17,870	19,730	21,400	22,950	1,550	7.2%	5,940	6,350	7,010	7,570	8,060	490	6.5%
Leitrim	10,080	11,480	13,460	16,040	17,970	1,930	12.0%	3,340	3,770	4,430	5,270	5,870	600	11.4%
Orléans	117,830	119,780	122,590	125,040	126,380	1,340	1.1%	46,050	46,980	48,320	49,450	50,140	690	1.4%
<b>Rural</b>														
Rural Northeast	12,010	11,990	11,980	12,020	12,020	0	0.0%	4,350	4,380	4,410	4,450	4,480	30	0.7%
Rural Southeast	28,790	28,930	29,030	29,230	29,360	130	0.4%	10,100	10,190	10,270	10,380	10,470	90	0.9%
Rural Southwest	29,110	29,610	30,680	31,550	32,270	720	2.3%	10,390	10,590	11,010	11,350	11,630	280	2.5%
Rural Northwest	25,620	25,980	26,180	26,500	26,920	420	1.6%	9,160	9,310	9,400	9,530	9,710	180	1.9%
<b>City of Ottawa</b>	<b>991,430</b>	<b>1,006,210</b>	<b>1,022,600</b>	<b>1,046,440</b>	<b>1,067,310</b>	<b>20,870</b>	<b>2.0%</b>	<b>422,330</b>	<b>429,080</b>	<b>435,750</b>	<b>447,210</b>	<b>457,070</b>	<b>9,860</b>	<b>2.2%</b>
Downtown*	104,560	104,990	103,560	108,760	112,290	3,530	3.2%	57,930	58,210	57,250	60,580	62,850	2,270	3.7%
Other Inside Greenbelt	431,600	434,320	436,080	439,370	443,220	3,850	0.9%	194,480	196,160	197,260	199,160	201,400	2,240	1.1%
<b>Total Inside GB</b>	<b>536,160</b>	<b>539,310</b>	<b>539,640</b>	<b>548,130</b>	<b>555,510</b>	<b>7,380</b>	<b>1.3%</b>	<b>252,410</b>	<b>254,370</b>	<b>254,510</b>	<b>259,740</b>	<b>264,250</b>	<b>4,510</b>	<b>1.7%</b>
Urban Areas Outside GB	359,740	370,390	385,100	399,030	411,220	12,190	3.1%	135,900	140,230	146,160	151,770	156,530	4,760	3.1%
Rural	95,530	96,510	97,870	99,300	100,570	1,270	1.3%	34,000	34,470	35,090	35,710	36,290	580	1.6%
Downtown*	10.5%	10.4%	10.1%	10.4%	10.5%			13.7%	13.6%	13.1%	13.5%	13.8%		
Other Inside Greenbelt	43.5%	43.2%	42.6%	42.0%	41.5%			46.0%	45.7%	45.3%	44.5%	44.1%		
<b>Total Inside GB</b>	<b>54.1%</b>	<b>53.6%</b>	<b>52.8%</b>	<b>52.4%</b>	<b>52.0%</b>			<b>59.8%</b>	<b>59.3%</b>	<b>58.4%</b>	<b>58.1%</b>	<b>57.8%</b>		
Urban Areas Outside GB	36.3%	36.8%	37.7%	38.1%	38.5%			32.2%	32.7%	33.5%	33.9%	34.2%		
Rural	9.6%	9.6%	9.6%	9.5%	9.4%			8.1%	8.0%	8.1%	8.0%	7.9%		

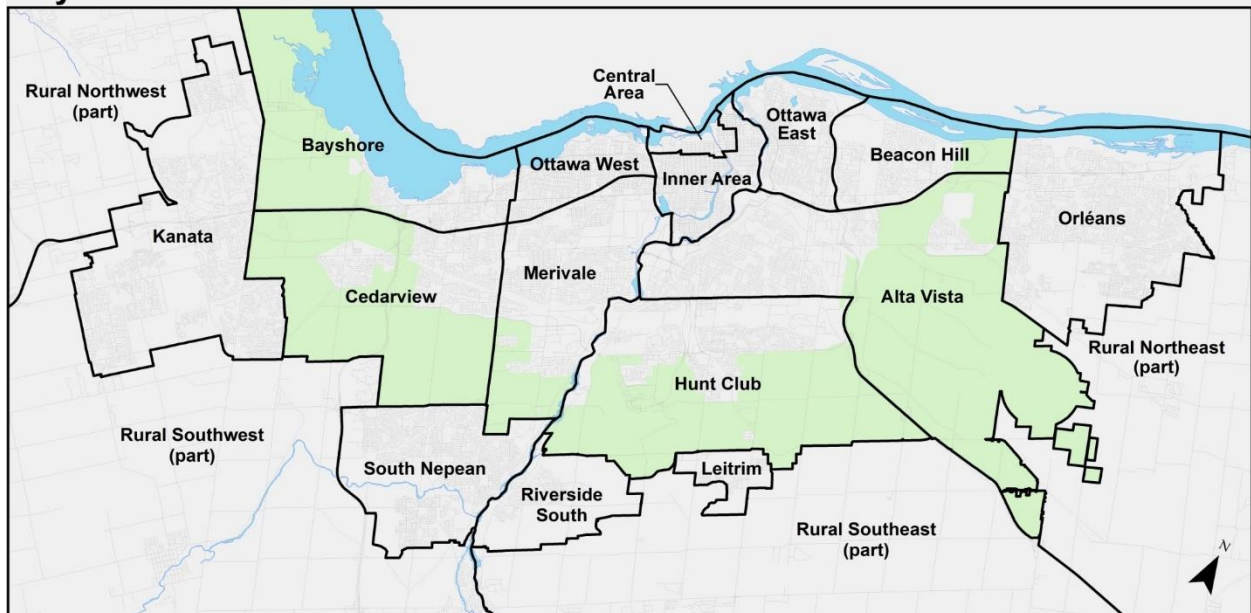
NOTE: Sub-area totals may not add up to City of Ottawa total due to rounding. Based on 2001 post-censal estimates of population and occupied dwellings, and estimates based on new occupied dwellings from building permits.

Data are year-end.

Source: City of Ottawa, Research and Forecasting

\* Downtown refers to the Central and Inner Areas combined.

**City of Ottawa Sub-Areas**



**TABLE 3**

**GREATER OTTAWA-GATINEAU AREA POPULATION & DWELLINGS**

Municipality	2019 City Estimates		2020 City Estimates		2021 City Estimates		2022 City Estimates	
	Population	Occupied Dwellings	Population	Occupied Dwellings	Population	Occupied Dwellings	Population	Occupied Dwellings
<b>Ottawa, C</b>	<b>1,006,211</b>	<b>429,080</b>	<b>1,022,604</b>	<b>435,747</b>	<b>1,046,443</b>	<b>447,211</b>	<b>1,067,310</b>	<b>457,072</b>
<b>Gatineau, V</b>	<b>288,865</b>	<b>124,715</b>	<b>294,606</b>	<b>127,445</b>	<b>299,620</b>	<b>129,871</b>	<b>305,794</b>	<b>133,217</b>
<b>Prescott &amp; Russell (part)</b>	<b>65,405</b>	<b>25,038</b>	<b>66,925</b>	<b>25,819</b>	<b>69,250</b>	<b>26,679</b>	<b>71,814</b>	<b>27,567</b>
Alfred and Plantagenet, TP	9,192	3,779	9,176	3,779	9,494	3,917	9,667	3,966
Casselman, Vlg.	3,603	1,508	3,586	1,623	4,019	1,665	4,324	1,718
Clarence-Rockland, C	23,964	9,235	24,542	9,497	25,229	9,803	26,524	10,104
Russell, TP	17,022	6,143	17,803	6,457	18,557	6,764	19,374	7,195
The Nation Municipality	11,624	4,373	11,818	4,463	11,951	4,530	11,926	4,584
<b>Leeds &amp; Grenville (part)</b>	<b>29,157</b>	<b>11,732</b>	<b>29,373</b>	<b>11,890</b>	<b>29,711</b>	<b>12,097</b>	<b>30,845</b>	<b>12,325</b>
Merrickville-Wolford, Vlg.	11,024	4,484	11,058	4,517	11,048	4,531	11,003	4,549
North Grenville, TP	18,133	7,248	18,315	7,373	18,663	7,566	19,842	7,775
<b>Stormont, Dundas, Glengarry (pt)</b>	<b>14,453</b>	<b>5,772</b>	<b>14,428</b>	<b>5,772</b>	<b>14,677</b>	<b>5,881</b>	<b>14,881</b>	<b>5,985</b>
North Dundas, TP	14,453	5,772	14,428	5,772	14,677	5,881	14,881	5,985
<b>Lanark (part)</b>	<b>35,260</b>	<b>14,195</b>	<b>37,575</b>	<b>15,228</b>	<b>38,572</b>	<b>15,734</b>	<b>39,935</b>	<b>16,123</b>
Beckwith, TP	7,499	2,840	7,903	3,003	8,120	3,097	8,406	3,139
Carleton Place, Tn.	11,999	4,800	13,606	5,435	14,111	5,628	13,877	5,816
Mississippi Mills, Tn.	12,272	5,228	12,580	5,463	12,671	5,610	13,952	5,742
Montague, TP	3,490	1,327	3,486	1,327	3,670	1,399	3,701	1,425
<b>Renfrew (part)</b>	<b>15,780</b>	<b>6,781</b>	<b>16,376</b>	<b>7,063</b>	<b>17,475</b>	<b>7,569</b>	<b>17,898</b>	<b>7,647</b>
Arnprior, Tn.	8,793	3,891	9,268	4,094	10,342	4,561	10,249	4,591
McNab/Braeside, TP	6,987	2,890	7,108	2,969	7,133	3,008	7,649	3,056
<b>Québec part of CMA Outside Gatineau (QCOG)</b>	<b>53,003</b>	<b>21,269</b>	<b>54,086</b>	<b>21,820</b>	<b>55,764</b>	<b>22,618</b>	<b>57,850</b>	<b>23,309</b>
Cantley, M	10,098	3,595	10,259	3,666	10,480	3,759	10,699	3,854
Chelsea, M	7,329	2,809	7,762	2,990	8,287	3,207	8,660	3,296
La Pêche, M	7,805	3,282	7,964	3,359	8,173	3,459	8,275	3,530
L'Ange-Gardien, M	4,060	1,880	4,103	1,964	4,251	2,103	5,207	2,217
Pontiac, M	5,635	2,193	5,615	2,193	5,770	2,262	5,862	2,271
Val-des-Monts, M	11,105	4,391	11,325	4,484	11,672	4,627	11,931	4,807
Denholm, M	563	254	571	259	579	264	523	269
Notre-Dame-de-la-Salette, M	741	340	747	345	769	357	797	362
Mayo, M	585	255	594	260	603	265	672	282
Bowman, M	619	304	617	307	616	310	628	319
Val-des-Bois, M	880	472	872	472	865	472	872	472
Lochaber, CT	474	157	504	158	538	160	404	160
Lochaber-Ouest, CT	653	250	661	254	666	257	714	257
Thurso, V	2,456	1,087	2,492	1,109	2,495	1,116	2,605	1,213
<b>GREATER OTTAWA-GATINEAU AREA</b>	<b>1,508,134</b>	<b>638,582</b>	<b>1,535,973</b>	<b>650,784</b>	<b>1,571,512</b>	<b>667,660</b>	<b>1,606,327</b>	<b>683,243</b>
Ottawa-Gatineau CMA	1,454,748	617,339	1,482,421	629,303	1,516,653	645,737	1,550,826	661,016
Ontario portion of the CMA	1,112,880	471,355	1,133,729	480,038	1,161,269	493,248	1,187,182	504,490
Québec portion of the CMA	341,868	145,984	348,692	149,265	355,384	152,489	363,644	156,526
OMATO	160,055	63,518	164,677	65,772	169,685	67,960	175,373	69,646
National Capital Region (NCR)	1,378,642	586,496	1,403,271	597,116	1,434,813	612,327	1,466,268	626,702

**Sources:** Statistics Canada, Census; estimates based on CMHC starts and municipal building permits

**2020-2022 City Estimates are year-end.**

City of Ottawa (2020 and 2021 population estimates based on building permits adjusted for demolitions, vacancies and ongoing declines in average household size);

**Note 1:** because they are derived from different sources, 2020 and 2021 population estimates should not be compared to Census population figures.

**Note 2:** sub-totals by County include only those areas within OMATO or QCOG, not the entire County.

**Note 3:** Mulgrave-et-Derry was added to the CMA in 2021 and is not included in the "Qué. part of the CMA Outside Gatineau" or "Québec portion of the CMA sub-totals". Arnprior, McNab/Braeside, Mississippi Mills, Carleton Place, and Beckwith were also added to the CMA in 2021 and are not included in the "ON portion of the CMA" sub-totals prior to 2021.

**OMATO:** Ontario Municipalities Adjacent to the city of Ottawa, including municipalities included in the Ottawa-Gatineau CMA.

**NCR:** Certain municipalities contained in the The National Capital Region (NCR), have only a portion of their area in the region. However, for the purpose of this report, data for the entire municipality is included.

**TABLE 4**  
**NET MIGRATION TO THE CITY OF OTTAWA, 2016-2021**

**BY AGE GROUP**

YEAR	AGE GROUP					TOTAL
	0 - 17	18 - 24	25 - 44	45 - 64	65+	
2016-17 (P)	3,295	2,542	6,390	585	603	13,415
2017-18 (P)	3,425	3,154	7,769	310	510	15,168
2018-19 (P)	3,617	3,025	8,442	542	7	15,633
2019-20 (P)	4,033	4,043	10,642	234	24	18,976
<b>2020-21 (P)</b>	<b>3,026</b>	<b>2,257</b>	<b>6,498</b>	<b>-686</b>	<b>-215</b>	<b>10,880</b>
<b>5-year total</b>	<b>17,396</b>	<b>15,021</b>	<b>39,741</b>	<b>985</b>	<b>929</b>	<b>74,072</b>
<b>5 year %</b>	<b>23.5%</b>	<b>20.3%</b>	<b>53.7%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>100.0%</b>

Source: Statistics Canada, Migration Estimates for Census Division 3506  
\*Time periods represent approximately May to May

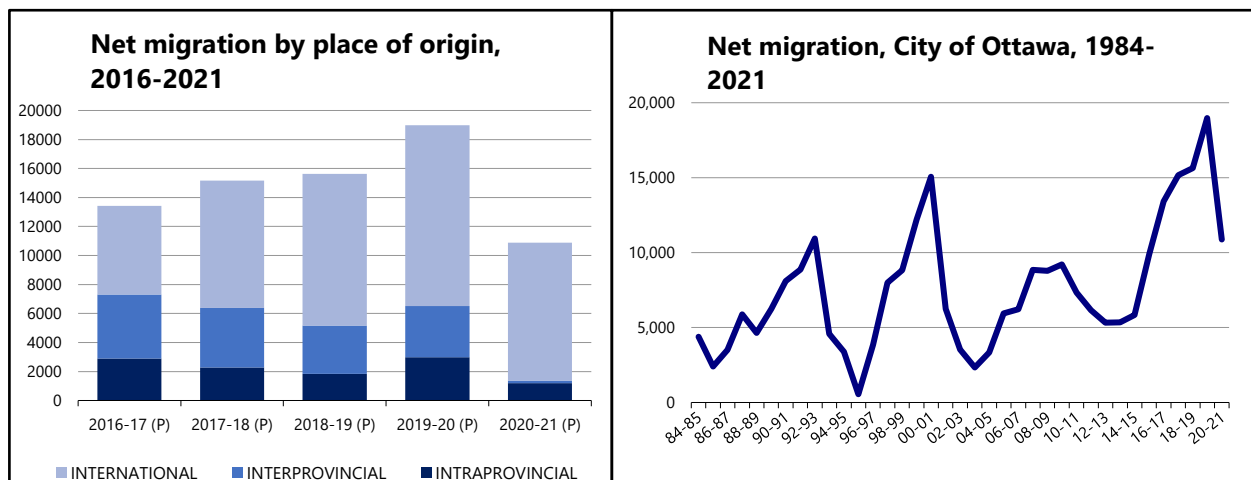
(R) = revised  
(P) = preliminary

**BY PLACE OF ORIGIN**

	INTRAPROVINCIAL	INTERPROVINCIAL	INTERNATIONAL	TOTAL
<b>In-Migrants</b>				
2016-17 (P)	15,774	12,658	8,761	37,193
2017-18 (P)	16,510	12,705	11,654	40,869
2018-19 (P)	16,274	12,203	13,371	41,848
<b>2019-20 (P)</b>	<b>18,787</b>	<b>13,695</b>	<b>14,217</b>	<b>46,699</b>
<b>2020-21 (P)</b>	<b>16,274</b>	<b>10,342</b>	<b>11,005</b>	<b>37,621</b>
<b>Out-Migrants</b>				
2016-17 (P)	12,882	8,246	2,650	23,778
2017-18 (P)	14,240	8,587	2,874	25,701
2018-19 (P)	14,438	8,869	2,908	26,215
2019-20 (P)	15,800	10,177	1,746	27,723
<b>2020-21 (P)</b>	<b>15,074</b>	<b>10,180</b>	<b>1,487</b>	<b>26,741</b>
<b>Net Migration</b>				
2016-17 (P)	2,892	4,412	6,111	13,415
2017-18 (P)	2,270	4,118	8,780	15,168
2018-19 (P)	1,836	3,334	10,463	15,633
2019-20 (P)	2,987	3,518	12,471	18,976
<b>2020-21 (P)</b>	<b>1,200</b>	<b>162</b>	<b>9,518</b>	<b>10,880</b>

Source: Statistics Canada, Migration Estimates for Census Division 3506

(R) = revised  
(P) = preliminary



**TABLE 5**

**NET MIGRATION IN-FLOWS AND OUT-FLOWS, CITY OF OTTAWA**

2011-2021			
IN-FLOWS*		OUT-FLOWS*	
Greater Toronto Area	10,626	OMATO and QMAG	-14,462
Greater Montréal	10,353	British Columbia	-3,188
Rest of Ontario***	9,647	Alberta	-247
Northern Ontario	5,299		
Atlantic provinces	4,677		
Eastern Ontario	4,587		
Manitoba & Saskatchewan	4,313		
Gatineau	4,090		
Rest of Québec**	2,166		
Canadian North	518		
<b>TOTAL IN-FLOWS</b>	<b>56,276</b>	<b>TOTAL OUT-FLOWS</b>	<b>-17,897</b>
		Net Canadian Migration 2010-2020	38,379
		<b>Net International Migration</b>	<b>67,942</b>
		<b>Net Migration 2011-2021</b>	<b>106,321</b>

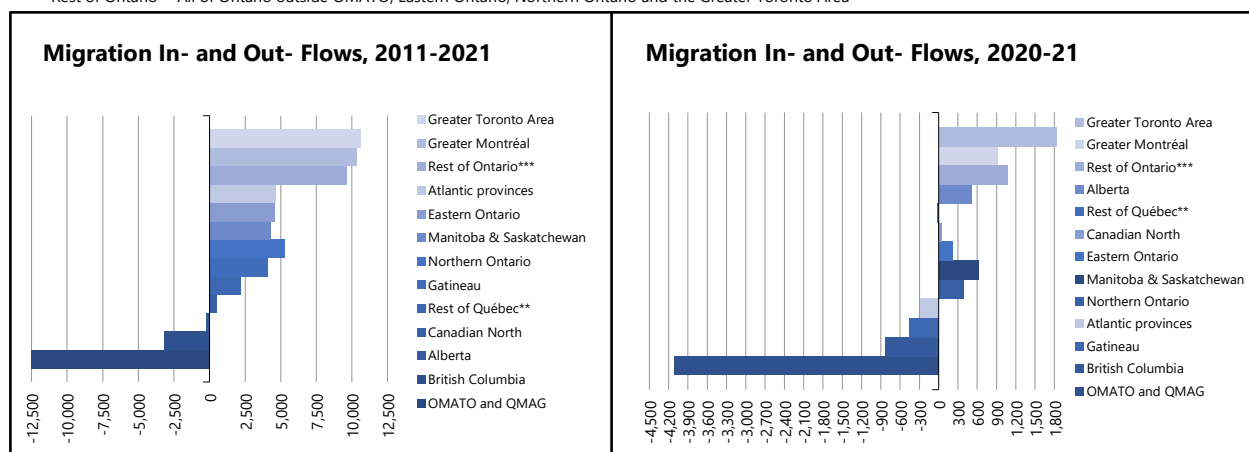
2020-2021			
IN-FLOWS*		OUT-FLOWS*	
Greater Toronto Area	3,282	OMATO and QMAG	-4,109
Rest of Ontario***	1,079	British Columbia	-828
Greater Montréal	915	Gatineau	-452
Manitoba & Saskatchewan	616	Atlantic provinces	-291
Alberta	507	Rest of Québec**	-18
Northern Ontario	391		
Eastern Ontario	213		
Canadian North	57		
<b>TOTAL IN-FLOWS</b>	<b>7,060</b>	<b>TOTAL OUT-FLOWS</b>	<b>-5,698</b>
		Net Canadian Migration 2019-2020	1,362
		<b>Net International Migration (Table 4)</b>	<b>9,518</b>
		<b>Net Migration 2020-2021</b>	<b>10,880</b>

Source: Statistics Canada, Migration Estimates for Census Division 3506

\* Most significant destinations in order of magnitude

\*\* Rest of Québec = All of Québec outside Gatineau, Suburban Gatineau and Greater Montréal

\*\*\* Rest of Ontario = All of Ontario outside OMATO, Eastern Ontario, Northern Ontario and the Greater Toronto Area



**TABLE 6****MIGRATION BETWEEN OTTAWA AND ADJACENT MUNICIPALITIES, 2016-2021**

	2016-2017 (R)	2017-2018 (P)	2018-2019 (P)	2019-2020 (P)	2020-2021 (P)	TOTAL 2016-2021
PRESCOTT-RUSSELL TO OTTAWA	1,622	1,755	1,558	1,668	1,339	7,942
OTTAWA TO PRESCOTT-RUSSELL	1,695	2,121	2,438	2,669	2,706	11,629
<b>PRESCOTT-RUSSELL - NET MIGRATION</b>	<b>-73</b>	<b>-366</b>	<b>-880</b>	<b>-1,001</b>	<b>-1,367</b>	<b>-3,687</b>
S.D.&G. ** TO OTTAWA	824	866	680	817	671	3,858
OTTAWA TO S.D.&G.	716	770	805	883	893	4,067
<b>S.D.&amp;G. - NET MIGRATION</b>	<b>108</b>	<b>96</b>	<b>-125</b>	<b>-66</b>	<b>-222</b>	<b>-209</b>
LEEDS-GRENVILLE TO OTTAWA	827	873	819	895	715	4,129
OTTAWA TO LEEDS-GRENVILLE	1,074	1,277	1,242	1,313	1,228	6,134
<b>LEEDS-GRENVILLE - NET MIGRATION</b>	<b>-247</b>	<b>-404</b>	<b>-423</b>	<b>-418</b>	<b>-513</b>	<b>-2,005</b>
LANARK TO OTTAWA	947	1,001	967	1,044	769	4,728
OTTAWA TO LANARK	1,340	1,638	1,846	1,934	2,099	8,857
<b>LANARK - NET MIGRATION</b>	<b>-393</b>	<b>-637</b>	<b>-879</b>	<b>-890</b>	<b>-1,330</b>	<b>-4,129</b>
RENFREW TO OTTAWA	924	976	884	1,036	843	4,663
OTTAWA TO RENFREW	967	1,088	1,165	1,306	1,176	5,702
<b>RENFREW - NET MIGRATION</b>	<b>-43</b>	<b>-112</b>	<b>-281</b>	<b>-270</b>	<b>-333</b>	<b>-1,039</b>
GATINEAU* TO OTTAWA	2,538	2,431	2,354	2,621	2,157	12,101
OTTAWA TO GATINEAU	1,679	1,773	1,879	2,458	2,609	10,398
<b>GATINEAU - NET MIGRATION</b>	<b>859</b>	<b>658</b>	<b>475</b>	<b>163</b>	<b>-452</b>	<b>1,703</b>
LES-COLLINES-DE-L'OUTAOUAIS TO OTTAWA	244	223	167	207	178	1,019
OTTAWA TO LES-COLLINES-DE-L'OUTAOUAIS	273	244	336	362	452	1,667
<b>LES-COLLINES - NET MIGRATION</b>	<b>-29</b>	<b>-21</b>	<b>-169</b>	<b>-155</b>	<b>-274</b>	<b>-648</b>
PAPINEAU TO OTTAWA	17	25	10	17	7	76
OTTAWA TO PAPINEAU	16	22	16	22	48	124
<b>PAPINEAU - NET MIGRATION</b>	<b>1</b>	<b>3</b>	<b>-6</b>	<b>-5</b>	<b>-41</b>	<b>-48</b>
LA-VALLÉE-DE-LA-GATINEAU TO OTTAWA	34	10	22	14	26	106
OTTAWA TO LA-VALLÉE-DE-LA-GATINEAU	25	31	30	39	37	162
<b>LA-VALLÉE - NET MIGRATION</b>	<b>9</b>	<b>-21</b>	<b>-8</b>	<b>-25</b>	<b>-11</b>	<b>-56</b>
PONTIAC TO OTTAWA	38	58	31	30	42	199
OTTAWA TO PONTIAC	33	49	49	39	60	230
<b>PONTIAC - NET MIGRATION</b>	<b>5</b>	<b>9</b>	<b>-18</b>	<b>-9</b>	<b>-18</b>	<b>-31</b>
<b>TOTAL</b>	<b>197</b>	<b>-795</b>	<b>-2,314</b>	<b>-2,676</b>	<b>-4,561</b>	<b>-10,149</b>
<b>Gatineau</b>	<b>859</b>	<b>658</b>	<b>475</b>	<b>163</b>	<b>-452</b>	<b>1,703</b>
<b>OMATO Counties*</b>	<b>-648</b>	<b>-1,423</b>	<b>-2,588</b>	<b>-2,645</b>	<b>-3,765</b>	<b>-11,069</b>
<b>Quebec Counties*</b>	<b>-14</b>	<b>-30</b>	<b>-201</b>	<b>-194</b>	<b>-344</b>	<b>-783</b>

OMATO: Ontario Municipalities Adjacent to Ottawa; QMAG: Québec Municipalities Adjacent to Gatineau

\*\* S.D.&G. = Stormont, Dundas and Glengarry United Counties

Source: Statistics Canada, Migration Estimates for Census Division 3506, City of Ottawa

Time periods represent approximately May to May.  
(R) = Revised; (P) = Preliminary

**TABLE 7****TOTAL NET MIGRATION, SIX LARGEST CENSUS METROPOLITAN AREAS**

CMA	2017-2018 (F)	2018-2019 (F)	2019-2020 (F)	2020-2021 (U)	2021-2022 (P)	% chg. 20-21/21-22	2017-2022 TOTAL
Toronto	91,210	95,933	54,918	-17,196	117,140	781.2%	342,005
Montréal	57,499	55,523	22,565	-37,310	27,426	173.5%	125,703
Vancouver	33,990	43,047	27,152	16,047	73,856	360.2%	194,092
Calgary	14,735	20,912	19,308	7,727	42,160	445.6%	104,842
Edmonton	16,454	18,480	16,233	6,302	30,312	381.0%	87,781
<b>Ottawa-Gatineau</b>	<b>21,459</b>	<b>22,569</b>	<b>20,556</b>	<b>8,094</b>	<b>21,070</b>	<b>160.3%</b>	<b>93,748</b>
<b>TOTAL 6 CMA's</b>	<b>235,347</b>	<b>256,464</b>	<b>160,732</b>	<b>-16,336</b>	<b>311,964</b>	<b>2009.7%</b>	<b>948,171</b>
Ottawa-Gatineau % of 6 largest CMA's	9.1%	8.8%	12.8%	-49.5%	6.8%	8.0%	9.9%

Source: Statistics Canada, Table 17-10-0136-01

(F) = Final; (P) = Preliminary; (U) = Updated

Note: Statistics Canada publishes two sets of migration data. The first, Migration Estimates for Census Division 3506, is used as the basis for Tables 4, 5 and 6 because it reports data at a detailed level of geography not available elsewhere. It provides data up to 2019-2020. The second dataset is CANSIM Table 17-10-0136-01, which is used for Table 7 and has data up to 2020-2021.

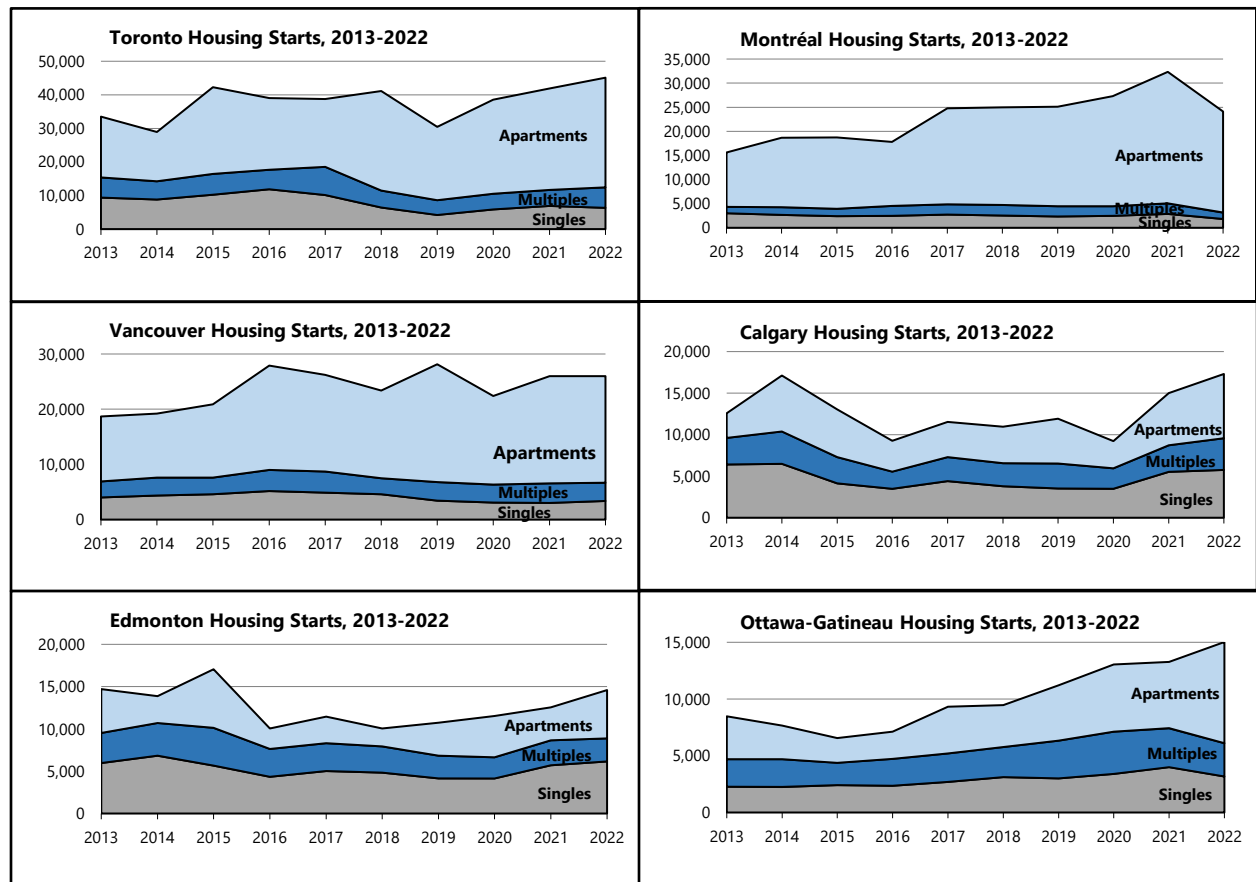


**TABLE 8**

**HOUSING STARTS IN CANADA'S SIX LARGEST CMA's, 2013-2022**

CMA	Dwg. Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% change	
												2021-22	2013-22
Toronto	Singles	9,421	8,830	10,223	11,884	10,172	6,405	4,209	5,848	6,920	6,329	-8.5%	-32.8%
	Multiples	5,977	5,391	6,239	5,823	8,392	5,063	4,410	4,676	4,741	6,162	30.0%	3.1%
	Apartments	18,149	14,708	25,825	21,320	20,174	29,639	21,843	28,063	30,237	32,618	7.9%	79.7%
	<b>Total</b>	<b>33,547</b>	<b>28,929</b>	<b>42,287</b>	<b>39,027</b>	<b>38,738</b>	<b>41,107</b>	<b>30,462</b>	<b>38,587</b>	<b>41,898</b>	<b>45,109</b>	7.7%	34.5%
Vancouver	Singles	4,004	4,374	4,622	5,169	4,911	4,592	3,426	3,085	3,015	3,392	12.5%	-15.3%
	Multiples	2,883	3,227	2,998	3,828	3,795	2,924	3,394	3,264	3,551	3,303	-7.0%	14.6%
	Apartments	11,809	11,611	13,243	18,917	17,498	15,888	21,321	16,022	19,447	19,288	-0.8%	63.3%
	<b>Total</b>	<b>18,696</b>	<b>19,212</b>	<b>20,863</b>	<b>27,914</b>	<b>26,204</b>	<b>23,404</b>	<b>28,141</b>	<b>22,371</b>	<b>26,013</b>	<b>25,983</b>	-0.1%	39.0%
Montréal	Singles	3,039	2,677	2,402	2,499	2,771	2,549	2,369	2,493	2,901	1,833	-36.8%	-39.7%
	Multiples	1,289	1,608	1,511	2,018	2,130	2,182	2,104	1,953	2,144	1,340	-37.5%	4.0%
	Apartments	11,304	14,387	14,831	13,317	19,855	20,269	20,639	22,828	27,298	20,976	-23.2%	85.6%
	<b>Total</b>	<b>15,632</b>	<b>18,672</b>	<b>18,744</b>	<b>17,834</b>	<b>24,756</b>	<b>25,000</b>	<b>25,112</b>	<b>27,274</b>	<b>32,343</b>	<b>24,149</b>	-25.3%	54.5%
Edmonton	Singles	5,970	6,832	5,683	4,335	5,028	4,814	4,140	4,138	5,701	6,173	8.3%	3.4%
	Multiples	3,555	3,880	4,442	3,278	3,273	3,134	2,698	2,507	2,935	2,703	-7.9%	-24.0%
	Apartments	5,164	3,160	6,925	2,423	3,134	2,090	3,882	4,867	3,910	5,710	46.0%	10.6%
	<b>Total</b>	<b>14,689</b>	<b>13,872</b>	<b>17,050</b>	<b>10,036</b>	<b>11,435</b>	<b>10,038</b>	<b>10,720</b>	<b>11,512</b>	<b>12,546</b>	<b>14,586</b>	16.3%	-0.7%
Calgary	Singles	6,402	6,494	4,138	3,489	4,423	3,791	3,535	3,487	5,512	5,752	4.4%	-10.2%
	Multiples	3,207	3,903	3,150	2,055	2,885	2,777	2,991	2,449	3,191	3,804	19.2%	18.6%
	Apartments	2,975	6,734	5,745	3,701	4,226	4,403	5,383	3,299	6,314	7,750	22.7%	160.5%
	<b>Total</b>	<b>12,584</b>	<b>17,131</b>	<b>13,033</b>	<b>9,245</b>	<b>11,534</b>	<b>10,971</b>	<b>11,909</b>	<b>9,235</b>	<b>15,017</b>	<b>17,306</b>	15.2%	37.5%
Ottawa-Gatineau	Singles	2,262	2,254	2,414	2,365	2,703	3,131	3,017	3,411	4,003	3,171	-20.8%	40.2%
	Multiples	2,424	2,450	1,961	2,364	2,508	2,636	3,308	3,724	3,415	2,940	-13.9%	21.3%
	Apartments	3,798	2,961	2,181	2,388	4,116	3,701	4,878	5,899	5,862	8,912	52.0%	134.6%
	<b>Total</b>	<b>8,484</b>	<b>7,665</b>	<b>6,556</b>	<b>7,117</b>	<b>9,327</b>	<b>9,468</b>	<b>11,203</b>	<b>13,034</b>	<b>13,280</b>	<b>15,023</b>	13.1%	77.1%

Multiples = Semi-detached and Row units  
 Source: CMHC Starts and Completions Survey



**TABLE 21**

**RESIDENTIAL INTENSIFICATION BY WARD AND TRANSECT, mid 2018-2022**

No.	Ward		Mid 2018-2019	Mid 2019-2020	Mid 2020-2021	Mid 2021-2022	Mid 2018-2022	Mid 2021-2022 Share of Intensification	Mid 2018-2022 Share of Intensification
	Name								
1	Orléans East-Cumberland		91	98	65	191	445	3%	2%
2	Orléans West-Innes		23	27	18	69	137	1%	1%
3	Barrhaven West		3	499	7	140	649	2%	3%
4	Kanata North		112	66	318	6	502	0%	2%
5	West Carleton-March		0	0	0	0	0	0%	0%
6	Stittsville		57	68	160	17	302	0%	1%
7	Bay		67	334	228	81	710	1%	3%
8	College		244	123	123	534	1,024	7%	5%
9	Knoxdale-Merivale		90	27	40	27	184	0%	1%
10	Gloucester-Southgate		73	63	89	8	233	0%	1%
11	Beacon Hill-Cyrville		13	217	15	133	378	2%	2%
12	Rideau-Vanier		610	920	1,472	302	3,304	4%	15%
13	Rideau-Rockcliffe		386	419	230	839	1,874	11%	9%
14	Somerset		412	1,777	88	1,334	3,611	18%	17%
15	Kitchissippi		413	431	508	2,189	3,541	29%	16%
16	River		80	807	557	1,117	2,561	15%	12%
17	Capital		98	559	148	279	1,084	4%	5%
18	Alta Vista		47	320	48	48	463	1%	2%
19	Orléans South-Navan		2	3	9	113	127	2%	1%
20	Osgoode		0	0	0	0	0	0%	0%
21	Rideau-Jock		0	0	0	0	0	0%	0%
22	Riverside South-Findlay Creek		3	1	1	8	13	0%	0%
23	Kanata South		27	132	21	20	200	0%	1%
24	Barrhaven-East		185	45	9	36	275	0%	1%
<b>Downtown Core Transect</b>			<b>950</b>	<b>2,454</b>	<b>1,489</b>	<b>2,075</b>	<b>6,968</b>	<b>28%</b>	<b>32%</b>
<b>Inner Urban Transect</b>			<b>996</b>	<b>1,993</b>	<b>1,712</b>	<b>3,041</b>	<b>7,742</b>	<b>41%</b>	<b>36%</b>
<b>Outer Urban Transect</b>			<b>588</b>	<b>1,552</b>	<b>348</b>	<b>1,781</b>	<b>4,269</b>	<b>24%</b>	<b>20%</b>
<b>Suburban Transect</b>			<b>502</b>	<b>937</b>	<b>605</b>	<b>594</b>	<b>2,638</b>	<b>8%</b>	<b>12%</b>
<b>New Units in the Urban, Built-up Area</b>			<b>3,036</b>	<b>6,936</b>	<b>4,154</b>	<b>7,491</b>	<b>21,617</b>		
<b>New Units in the Urban Greenfield Area</b>			<b>3,796</b>	<b>4,811</b>	<b>4,888</b>	<b>4,150</b>	<b>17,645</b>		
<b>Total New Units in the Urban Area</b>			<b>6,832</b>	<b>11,747</b>	<b>9,042</b>	<b>11,641</b>	<b>39,262</b>		
<b>% Intensification</b>			<b>44.4%</b>	<b>59.0%</b>	<b>45.9%</b>	<b>64.4%</b>	<b>55.1%</b>		
<b>Official Plan Target</b>			<b>40%</b>	<b>40%</b>	<b>40%</b>	<b>45%</b>	<b>51%</b>		

**TABLE 10****HOUSING COMPLETIONS, CITY OF OTTAWA, 2013-2022, BY TYPE AND INTENDED MARKET**

YEAR	FREEHOLD			TOTAL	CONDOMINIUM			PRIVATE RENTAL			CO-OP			ANNUAL TOTAL
	SINGLE	SEMI	ROW		ROW	APT.	TOTAL	ROW	APT.	TOTAL	ROW	APT.	TOTAL	
2013	1,438	374	1,656	<b>3,468</b>	0	1,302	<b>1,302</b>	0	126	<b>126</b>	0	0	<b>0</b>	<b>4,896</b>
2014	1,713	280	1,426	<b>3,419</b>	5	2,412	<b>2,417</b>	0	684	<b>708</b>	0	0	<b>0</b>	<b>6,544</b>
2015	1,467	152	1,504	<b>3,126</b>	4	1,880	<b>1,884</b>	3	574	<b>635</b>	0	0	<b>0</b>	<b>5,645</b>
2016	1,885	132	1,462	<b>3,479</b>	31	717	<b>748</b>	18	503	<b>558</b>	0	0	<b>0</b>	<b>4,785</b>
2017	1,745	169	1,674	<b>3,558</b>	28	663	<b>691</b>	84	529	<b>676</b>	0	0	<b>0</b>	<b>4,955</b>
2018	2,179	252	1,841	<b>4,284</b>	18	965	<b>983</b>	43	855	<b>935</b>	0	0	<b>0</b>	<b>6,202</b>
2019	2,070	170	1,680	<b>3,920</b>	5	264	<b>269</b>	9	1,100	<b>1,134</b>	0	0	<b>0</b>	<b>5,323</b>
2020	2,105	162	2,242	<b>4,509</b>	26	525	<b>552</b>	58	1,927	<b>2,034</b>	0	0	<b>0</b>	<b>7,095</b>
2021	2,420	164	2,394	<b>4,990</b>	108	545	<b>653</b>	24	2,237	<b>2,295</b>	0	0	<b>0</b>	<b>7,938</b>
<b>2022</b>	<b>2,232</b>	<b>121</b>	<b>2,309</b>	<b>4,662</b>	<b>6</b>	<b>354</b>	<b>360</b>	<b>92</b>	<b>2,500</b>	<b>2,646</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,668</b>

Source: CMHC, Starts and Completions Survey; not all unit types are reported for each tenure and may not add to the total for their respective tenure.

**TABLE 11****ABSORBED NEW SINGLE-DETACHED HOME PRICES, OTTAWA, 2008-2022**

YEAR	NOMINAL AVERAGE PRICE OF ABSORBED NEW SINGLES	OTTAWA CPI (ALL ITEMS) (2002=100)	INFLATION FACTOR (INFLATOR)	AVERAGE PRICE OF ABSORBED NEW SINGLES (2016\$)	YEAR-OVER-YEAR CHANGE IN CONSTANT PRICE	ANNUAL INFLATION RATE
2008	\$417,683	113.1	0.737	\$566,882	0.3%	2.2%
2009	\$414,696	113.7	0.741	\$559,858	-1.2%	0.5%
2010	\$444,185	116.6	0.760	\$584,755	4.4%	2.6%
2011	\$492,380	120.1	0.782	\$629,312	7.6%	3.0%
2012	\$492,356	121.7	0.793	\$621,008	-1.3%	1.3%
2013	\$509,931	122.9	0.801	\$636,895	2.6%	1.0%
2014	\$523,271	125.3	0.816	\$641,038	0.7%	2.0%
2015	\$513,173	126.5	0.824	\$622,704	-2.9%	1.0%
2016	\$527,609	128.1	0.835	\$632,225	1.5%	1.3%
2017	\$536,000	129.9	0.846	\$633,380	0.2%	1.4%
2018	\$576,533	133.2	0.868	\$664,398	4.9%	2.5%
2019	\$606,665	135.9	0.885	\$685,232	3.1%	2.0%
2020	\$645,646	137.8	0.898	\$719,207	5.0%	1.4%
2021	\$755,109	143.6	0.936	\$807,167	12.2%	4.2%
<b>2022</b>	<b>\$924,928</b>	<b>153.5</b>	<b>1.000</b>	<b>\$924,928</b>	<b>14.6%</b>	<b>6.9%</b>

Sources: CMHC, Housing Now Ottawa for 2005-2018; CMHC, Housing Market Information Portal for 2019-2022; Statistics Canada, Table 18-10-0005-01, Consumer Price Index by City; City of Ottawa calculations

Note: Table reflects selling prices exclusive of any upgrades purchasers may have opted for.

**TABLE 12****RESALE MARKET – ANNUAL SALES AND AVERAGE PRICE, CANADA’S SIX LARGEST CMAs, 2015-2022**

CMA		2015	2016	2017	2018	2019	2020	2021	2022	2021-22 % change
<b>Toronto</b>	Sales	101,846	108,500	92,335	77,426	87,797	95,151	121,712	75,140	-38.3%
	Avg Price	\$622,046	\$719,750	\$822,603	\$787,300	\$819,382	\$929,699	\$1,095,475	\$1,189,850	8.6%
<b>Montréal</b>	Sales	37,935	39,750	44,448	46,703	51,292	55,609	54,439	42,530	-21.9%
	Avg Price	\$337,487	\$347,000	\$364,510	\$378,709	\$395,513	\$453,224	\$536,193	\$581,486	8.4%
<b>Vancouver</b>	Sales	43,145	40,000	35,994	24,619	25,351	30,944	44,010	28,903	-34.3%
	Avg Price	\$902,801	\$1,007,000	\$1,032,635	\$1,050,885	\$991,757	\$1,071,317	\$1,188,986	\$1,254,426	5.5%
<b>Ottawa-Gatineau</b>	Sales	18,373	19,000	21,292	21,977	23,774	24,895	26,317	20,080	-23.7%
	Avg Price	\$345,413	\$345,445	\$365,258	\$377,792	\$404,550	\$478,222	\$589,898	\$637,214	8.0%
<b>Ottawa*</b>	Sales	14,842	15,100	17,083	17,476	18,622	18,971	20,302	15,307	-24.6%
	Avg Price	\$369,477	\$371,000	\$392,474	\$407,571	\$441,693	\$529,675	\$645,976	\$691,664	7.1%
<b>Calgary</b>	Sales	23,994	22,000	23,869	18,686	18,927	19,230	32,953	34,624	5.1%
	Avg Price	\$453,814	\$457,000	\$466,259	\$480,696	\$460,083	\$461,470	\$499,155	\$528,169	5.8%
<b>Edmonton</b>	Sales	18,227	16,700	16,441	15,519	16,657	17,036	24,652	24,184	-1.9%
	Avg Price	\$369,536	\$365,000	\$374,397	\$369,607	\$362,758	\$365,638	\$381,868	\$397,491	4.1%

Source: CMHC, Local Real Estate Boards and the City of Ottawa; Montreal Data : Quebec Professional Association of Real Estate Brokers (QPAREB)

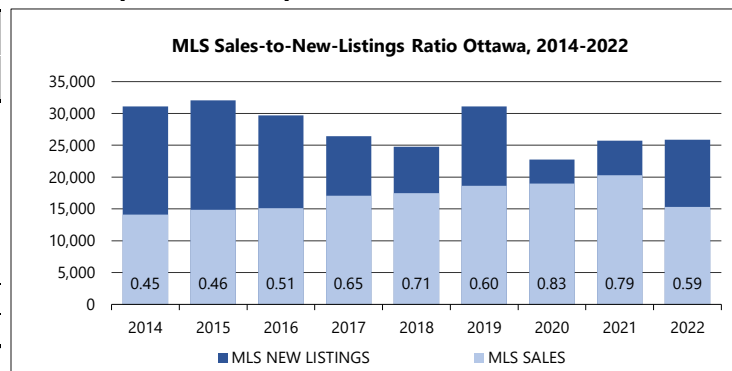
NOTE: CMHC data are derived from local Real Estate Boards; the area of each may not match municipal or CMA boundaries.

\* This is the Ottawa Real Estate Board (OREB) area, which is significantly larger than the city of Ottawa.

Historic sales and price data are subject to revision.

**TABLE 13****RESALE MARKET – SUPPLY AND DEMAND, OTTAWA\*, 2014-2022**

YEAR	MLS SALES	MLS NEW LISTINGS	SALES-TO-NEW-LISTINGS RATIO
2014	14,094	31,119	0.45
2015	14,842	32,052	0.46
2016	15,100	29,684	0.51
2017	17,083	26,422	0.65
2018	17,476	24,775	0.71
2019	18,622	31,105	0.60
2020	18,971	22,738	0.83
2021	20,302	25,737	0.79
<b>2022</b>	<b>15,307</b>	<b>25,876</b>	<b>0.59</b>



Source: 2014-15 data from CMHC, 2016- 2022 data from OREB.

NOTE: Due to listing cancellation and/or re-listing, MLS New Listings may not represent the actual number of properties listed in a given year.

**NOTE:**

MLS New Listings are the annual number of properties listed on the Multiple Listings Service, which measures supply. MLS Sales are the annual number of residential sales through the MLS system, which measures demand.

**SUPPLY AND DEMAND**

Sales divided by New Listings produces a Sales-to-New-Listings Ratio that classifies the resale market. A ratio of 0.40 or below is considered a Buyers' market; between 0.40 and 0.55, a Balanced market; and above 0.55, a Sellers' market.

**TABLE 14****LABOUR FORCE INDICATORS, OTTAWA\*, 2000-2022**

YEAR	POPULATION 15 YEARS + (000)	LABOUR FORCE (000)	EMPLOYED RESIDENTS (000)	UNEM- PLOYED (000)	NOT IN LABOUR FORCE (000)	PARTICI- PATION RATE (%)	UNEMPLOYMENT RATE		
							OTTAWA CMA (%)	ONTARIO (%)	CANADA (%)
2000	647.1	453.4	428.4	25.0	193.7	70.1%	5.5%	5.8%	6.8%
2001	663.8	469.8	441.3	28.5	194.0	70.8%	6.1%	6.3%	7.2%
2002	676.6	474.4	438.8	35.6	202.2	70.1%	7.5%	7.1%	7.7%
2003	686.2	495.4	461.4	34.0	190.8	72.2%	6.9%	6.9%	7.6%
2004	693.5	493.7	461.0	32.7	199.8	71.2%	6.6%	6.8%	7.2%
2005	701.2	496.4	463.6	32.9	204.8	70.8%	6.6%	6.6%	6.8%
2006	711.0	509.4	483.3	26.1	201.6	71.6%	5.1%	6.3%	6.3%
2007	722.3	520.1	493.7	26.4	202.2	72.0%	5.1%	6.4%	6.0%
2008	735.0	535.0	508.3	26.7	200.0	72.8%	5.0%	6.5%	6.1%
2009	748.8	531.2	500.4	30.7	217.6	70.9%	5.8%	9.0%	8.3%
2010	763.1	551.4	515.3	36.1	211.7	72.3%	6.5%	8.7%	8.0%
2011	776.1	549.2	517.4	31.9	226.9	70.8%	5.8%	7.8%	7.4%
2012	789.7	570.2	535.4	34.9	219.5	72.2%	6.1%	7.8%	7.2%
2013	802.8	559.6	523.5	36.1	243.2	69.7%	6.5%	7.5%	7.1%
2014	814.8	571.8	532.4	38.0	243.0	70.2%	6.6%	7.3%	6.9%
2015	825.3	566.9	528.6	35.8	258.3	68.7%	6.3%	6.8%	6.9%
2016	836.8	580.0	542.5	36.6	256.7	69.3%	6.3%	6.5%	7.0%
2017	850.7	578.9	547.9	32.2	271.8	68.0%	5.6%	6.0%	6.3%
2018	873.8	590.7	564.1	26.6	285.0	67.6%	4.5%	5.6%	5.8%
2019	893.2	619.9	589.8	30.1	270.9	69.4%	4.9%	5.6%	5.7%
2020	909.6	602.5	557.8	44.7	308.3	66.2%	7.4%	9.6%	9.5%
2021	925.6	628.6	590.2	38.4	298.3	67.9%	6.1%	8.0%	7.5%
<b>2022</b>	<b>946.8</b>	<b>637.4</b>	<b>610.5</b>	<b>26.9</b>	<b>309.4</b>	<b>67.3%</b>	<b>4.2%</b>	<b>5.6%</b>	<b>5.3%</b>
% change:									
2021-22	2.3	1.4	3.4	-29.9	3.7	-0.6%	-1.9%	-2.4%	-2.2%
2018-22	8.4	7.9	8.2	1.1	8.6	-0.3%	-0.3%	0.0%	-0.5%

Source: 2000: Statistics Canada, Labour Force Survey, Table 282-0110 (Annual Averages) [Table has been discontinued]

2001-2017: Statistics Canada, Labour Force Survey, Table 282-0129 & Table 282-0002 (Annual Averages),

2018-19: Statistics Canada, Labour Force Survey, Table 14-10-0096-01 and Table 14-10-0090-01

2021-22: Statistics Canada, Labour Force Survey, 14-10-0393-01 and 14-10-0385-01 (Annual Averages)

\* The Ottawa CMA (the Ontario part of the Ottawa-Gatineau Census Metropolitan Area) is defined by Statistics Canada as the City of Ottawa, the City of Clarence-Rockland, the Township of Russell & the Municipality of North Grenville starting in 2016.

**NOTE:** Labour Force Survey data is reported by place of residence.

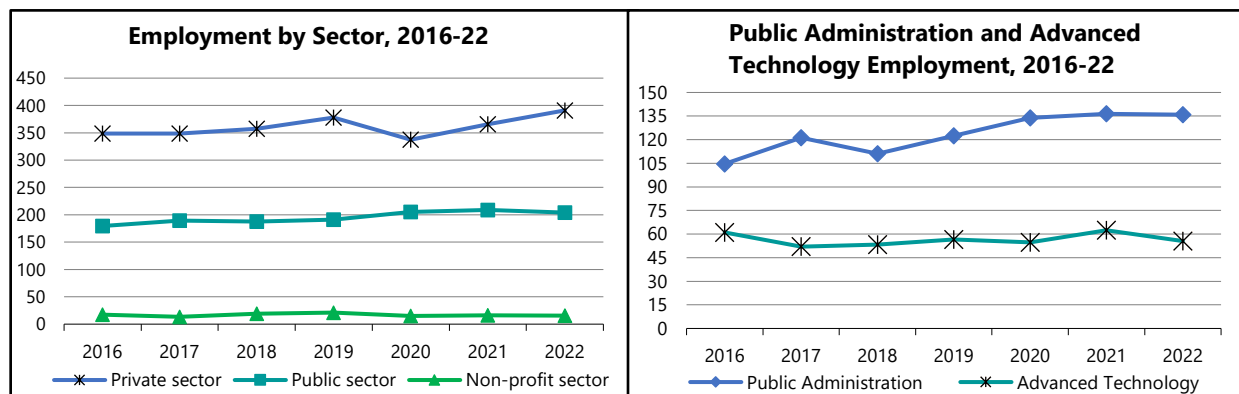
**TABLE 15**

**EMPLOYMENT BY SECTOR (000's), OTTAWA CMA, 2016-2022**

By Major Clusters	2016	2017	2018	2019	2020	2021	2022
<b>Industrial &amp; Resource Cluster</b>	<b>45.8</b>	<b>48.6</b>	<b>53.0</b>	<b>49.2</b>	<b>46.5</b>	<b>59.3</b>	<b>61.0</b>
Primary	1.6	0.0	1.8	2.4	2.4	2.5	2.2
Utilities	0.0	0.0	1.9	2.0	0.0	2.0	2.4
Construction	26.5	30.4	31.2	28.3	29.4	37.5	36.2
Manufacturing	17.7	18.2	18.1	16.5	14.7	17.3	20.2
<b>Retail Cluster</b>	<b>84.2</b>	<b>86.3</b>	<b>93.9</b>	<b>90.8</b>	<b>86.6</b>	<b>87.7</b>	<b>94.1</b>
Wholesale Trade	16.4	14.0	14.5	14.2	13.4	15.0	11.9
Retail Trade	51.2	57.0	58.7	57.2	55.5	56.9	63.7
Transportation and Warehousing	16.6	15.3	20.7	19.4	17.7	15.8	18.5
<b>Office Cluster</b>	<b>71.5</b>	<b>71.6</b>	<b>71.9</b>	<b>79.3</b>	<b>68.6</b>	<b>75.3</b>	<b>72.5</b>
Administrative and Support Services	24.5	18.5	19.2	21.2	18.5	24.0	22.4
F.I.R.E.*	25.9	28.7	26.2	29.7	26.0	28.6	32.3
Other Services	21.1	24.4	26.5	28.4	24.1	22.7	17.8
<b>Culture and Tourism Cluster</b>	<b>56.1</b>	<b>50.3</b>	<b>55.3</b>	<b>59.3</b>	<b>45.8</b>	<b>48.3</b>	<b>55.4</b>
Accommodation and Food Services	29.6	27.4	30.5	34.8	25.9	27.3	32.4
Information and Cultural Industries	12.2	10.9	10.8	13.3	12.2	12.3	13.4
Arts, Entertainment and Recreation	14.3	12.0	14.0	11.2	7.7	8.7	9.6
<b>Knowledge Cluster</b>	<b>182.0</b>	<b>171.3</b>	<b>178.3</b>	<b>188.4</b>	<b>175.1</b>	<b>182.6</b>	<b>190.3</b>
Health and Education	120.4	111.3	115.8	115.2	113.2	114.0	111.2
Professional, Sci. & Tech. Services	61.6	60.0	62.5	73.2	61.9	68.6	79.1
<b>Government Cluster</b>	<b>104.6</b>	<b>121.3</b>	<b>111.0</b>	<b>122.5</b>	<b>133.8</b>	<b>136.4</b>	<b>135.8</b>
Public Administration	104.6	121.3	111.0	122.5	133.8	136.4	135.8
<b>Total Employed Residents</b>	<b>545.5</b>	<b>551.5</b>	<b>564.1</b>	<b>589.8</b>	<b>557.8</b>	<b>590.2</b>	<b>610.5</b>
<b>By Primary, Secondary and Tertiary Sector</b>							
Primary	1.6	0.0	1.8	2.4	2.4	2.5	2.2
Secondary	44.2	48.6	51.2	46.8	44.1	56.8	58.8
Tertiary	499.7	502.9	511.1	540.6	511.3	530.9	549.5
<b>Total</b>	<b>545.5</b>	<b>551.5</b>	<b>564.1</b>	<b>589.8</b>	<b>557.8</b>	<b>590.2</b>	<b>610.5</b>
<b>By Type of Sector</b>							
Private sector	348.7	348.5	357.5	377.7	337.3	365.3	391.0
Public sector	179.5	189.6	187.6	191.0	205.4	208.9	204.2
Non-profit sector	17.3	13.4	19.0	21.1	15.1	16.0	15.3
<b>Total</b>	<b>545.5</b>	<b>551.5</b>	<b>564.1</b>	<b>589.8</b>	<b>557.8</b>	<b>590.2</b>	<b>610.5</b>
% private	63.9%	63.2%	63.4%	64.0%	60.5%	61.9%	64.0%
<b>By High-Tech Cluster</b>							
Telecommunications equipment	1.5	1.7	0.0	2.3	0.0	0.0	0.0
Microelectronics	3.1	1.7	1.9	2.3	1.5	0.0	0.0
Software and Telecommunications	55.0	46.6	49.4	49.6	50.3	60.9	53.6
Health Sciences	1.5	2.0	2.0	2.4	3.0	1.5	2.0
Tourism	47.3	45.3	43.9	39.4	44.5	46.0	33.6
<b>Total, all clusters</b>	<b>108.4</b>	<b>97.3</b>	<b>97.2</b>	<b>96.0</b>	<b>99.3</b>	<b>108.4</b>	<b>89.2</b>
<b>Advanced Technology</b>	<b>61.1</b>	<b>52.0</b>	<b>53.3</b>	<b>56.6</b>	<b>54.8</b>	<b>62.4</b>	<b>55.6</b>

Source: Statistics Canada, Labour Force Survey, custom tabulations  
 Figures may not add due to rounding & data suppression by Statistics Canada  
 \* F.I.R.E. = Finance, Insurance and Real Estate

Note: "0.0" indicates estimate is less than 1,500  
 (see footnote to Table 8 for definition of Ottawa CMA)

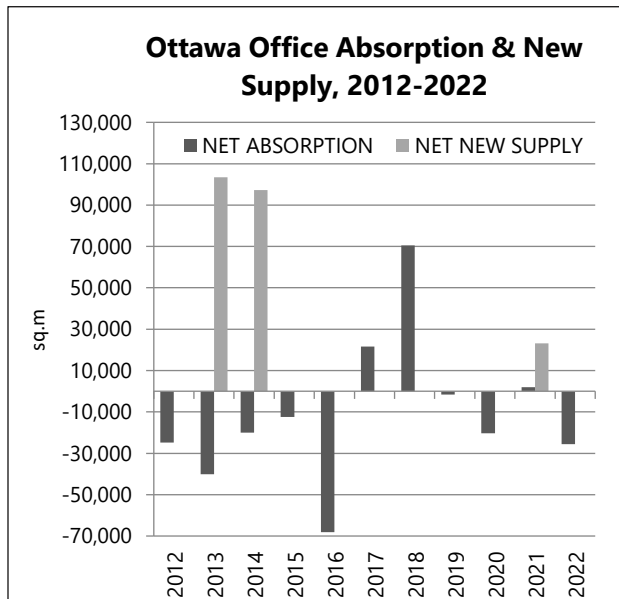
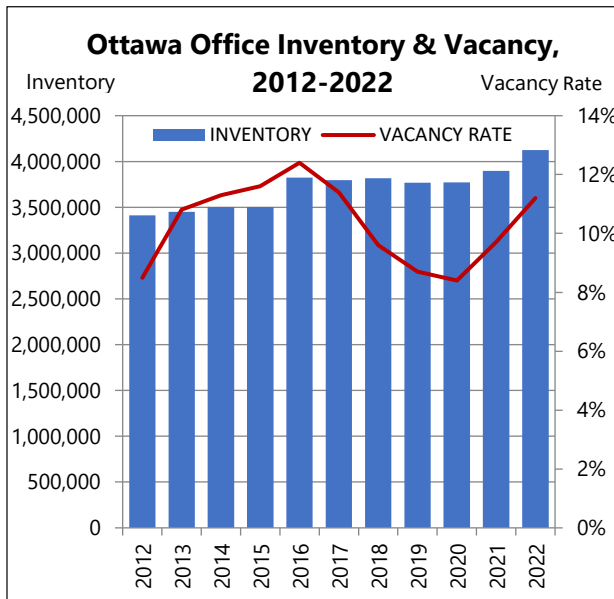


**TABLE 16**

**OTTAWA COMMERCIAL OFFICE MARKET OVERVIEW, 2012-2022**

YEAR	INVENTORY		VACANCY RATE (%)	NET ABSORPTION		NET NEW SUPPLY	
	sq.ft.	sq.m.		sq.ft.	sq.m.	sq.ft.	sq.m.
2012	36,708,442	3,410,326	8.5%	-267,052	-24,810	0	0
2013	37,147,826	3,451,146	10.8%	-431,883	-40,123	1,113,664	103,463
2014	37,712,930	3,503,646	11.3%	-215,293	-20,001	1,047,518	97,318
2015	37,712,930	3,503,646	11.6%	-133,289	-12,383	0	0
2016	41,144,460	3,822,445	12.4%	-733,506	-68,145	0	0
2017	40,868,167	3,796,776	11.4%	231,883	21,543	0	0
2018	41,066,295	3,815,184	9.6%	758,855	70,500	0	0
2019	40,566,465	3,768,748	8.7%	-17,916	-1,664	n/a	n/a
2020	40,600,423	3,771,903	8.4%	-219,296	-20,373	n/a	n/a
2021	41,939,527	3,896,310	9.7%	20,561	1,910	248,953	23,128
<b>2022</b>	<b>44,382,839</b>	<b>4,123,301</b>	<b>11.2%</b>	<b>-275,378</b>	<b>-25,583</b>	<b>0</b>	<b>0</b>

Source: Colliers International - Ottawa Office Market Report, Q4 2022; Inventory numbers may not add due to ongoing revisions from Colliers  
 Note: Net new supply was not reported for 2019 or 2020

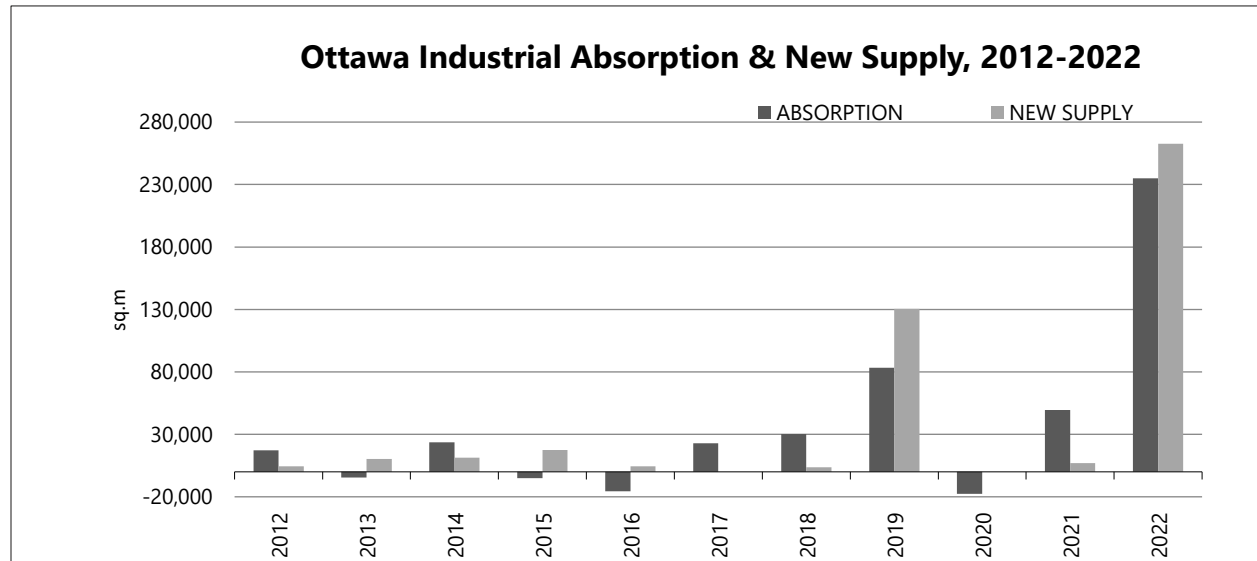


**TABLE 17**

**OTTAWA INDUSTRIAL MARKET OVERVIEW, 2012-2022**

YEAR	INVENTORY		VACANCY RATE (%)	ABSORPTION		NEW SUPPLY	
	sq.ft.	sq.m.		sq.ft.	sq.m.	sq.ft.	sq.m.
2012	21,642,376	2,010,643	5.7%	184,332	17,125	47,501	4,413
2013	21,905,169	2,035,057	6.4%	-47,996	-4,459	111,342	10,344
2014	21,887,576	2,033,422	5.9%	253,038	23,508	121,600	11,297
2015	22,214,251	2,063,771	7.1%	-55,392	-5,146	189,000	17,558
2016	22,533,022	2,093,386	7.7%	-167,368	-15,549	47,944	4,454
2017	22,682,094	2,107,235	6.3%	245,905	22,845	0	0
2018	22,819,764	2,120,025	4.6%	327,084	30,387	40,579	3,770
2019	23,971,102	2,226,988	4.2%	897,957	83,423	1,405,360	130,562
2020	24,323,671	2,259,743	4.0%	-190,247	-17,675	0	0
2021	24,504,366	2,276,530	2.0%	533,376	49,552	75,940	7,055
<b>2022</b>	<b>26,851,853</b>	<b>2,494,619</b>	<b>2.5%</b>	<b>2,528,454</b>	<b>234,901</b>	<b>2,827,466</b>	<b>262,680</b>

Source: Cushman & Wakefield, Marketbeat Industrial Q4 2022, Ottawa





**TABLE 18**  
**OTTAWA RETAIL SPACE SUMMARY**

FORMAT	Total Space, 2021			Total Space, 2022			Vacancy Rate	
	m <sup>2</sup>	sq.ft.	Share	m <sup>2</sup>	sq.ft.	Share	2021	2022
Power Centres	1,018,668	10,964,855	27.3%	1,018,668	10,964,855	27.2%	2.5%	3.8%
Other *	633,951	6,823,797	17.0%	639,299	6,881,360	17.0%	n/a	n/a
Traditional Mainstreets	489,791	5,272,067	13.1%	497,310	5,352,998	13.3%	n/a	n/a
Regional SC	403,682	4,345,202	10.8%	403,682	4,345,202	10.8%	2.5%	3.8%
Community SC	461,670	4,969,375	12.4%	461,670	4,969,375	12.3%	3.6%	4.2%
Neighbourhood SC	445,144	4,791,490	11.9%	452,670	4,872,504	12.1%	3.5%	2.6%
Mini-Plazas	227,471	2,448,476	6.1%	228,439	2,458,894	6.1%	3.5%	2.6%
Office Concourses	48,466	521,680	1.3%	48,466	521,680	1.3%	1.3%	3.1%
<b>TOTAL</b>	<b>3,728,844</b>	<b>40,136,942</b>	<b>100%</b>	<b>3,750,205</b>	<b>40,366,868</b>	<b>100%</b>	<b>3.1%</b>	<b>3.6%</b>

Source: City of Ottawa Building Permits; vacancy data from Cushman & Wakefield Ottawa Retail Report Q4 2021

\* **Other** includes: In areas inside the Greenbelt, stretches of retail space along streets that are designated Arterial Mainstreet in the Official Plan (including Carling, Merivale south of Baseline, Bank south of the Rideau River, Montreal Road east of St. Laurent, and St. Laurent Blvd) as well as standalone retail outlets that are not part of power centres or shopping centres and may or may not be on Mainstreets.

**TABLE 19****EXISTING OP NET NON-RESIDENTIAL INTENSIFICATION, 2018-2022**

Area	Intensification Gross Floor Area (m <sup>2</sup> )						2017-2022 Share of Intensification
	2018	2019	2020	2021	2022	2018-2022	
Urban, built-up area inside the Greenbelt	35,247	107,486	100,383	96,297	76,399	415,812	85%
Urban, built-up area outside the Greenbelt	9,904	25,863	19,062	8,078	9,467	72,374	15%
Total urban, built-up area GFA	45,151	133,349	119,445	104,375	85,866	488,186	
Total GFA	65,015	191,020	440,635	132,752	144,133	973,555	
% Intensification in the Urban, Built-up Area	<b>69%</b>	<b>70%</b>	<b>27%</b>	<b>79%</b>	<b>60%</b>	<b>50%</b>	
Transitway Stations	-8,075	39,981	48,344	51,629	75,013	206,892	
% Intensification at Transitway Stations of Urban GFA	<b>-12%</b>	<b>21%</b>	<b>11%</b>	<b>39%</b>	<b>52%</b>	<b>21%</b>	

Source: City of Ottawa, Building Permits

Notes:

- 1) Based on building permits issued from Jan 1 2018 to Dec 31 2022
- 2) Data are net of demolitions

**TABLE 20**

**NEW HOUSING IN MUNICIPALITIES IN GREATER OTTAWA-GATINEAU AREA, 2013-2022**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% chng. 2021-22
<b>OTTAWA</b>	<b>6,284</b>	<b>5,537</b>	<b>4,696</b>	<b>5,019</b>	<b>6,849</b>	<b>6,950</b>	<b>7,069</b>	<b>9,239</b>	<b>9,402</b>	<b>10,077</b>	<b>7.2%</b>
Ottawa, Vanier, Rockcliffe (former)	2,262	1,244	1,406	979	2,363	1,971	1,488	3,220	3,208	4,515	40.7%
Nepean (former)	965	1,292	900	1,116	958	806	1,341	1,184	1,595	1,723	8.0%
Gloucester (former)	959	797	770	736	1,092	1,173	1,259	1,905	1,671	1,248	-25.3%
Kanata (former)	1,124	1,225	860	944	649	902	734	926	684	344	-49.7%
Cumberland (former)	440	549	311	611	760	731	612	631	688	842	22.4%
Goulbourn (former)	253	75	315	413	811	1,079	1,084	983	942	928	-1.5%
Osgoode (former)	73	104	60	69	57	85	71	83	111	57	-48.6%
Rideau (former)	37	36	33	102	263	293	104	204	147	99	-32.7%
West Carleton (former)	171	215	41	49	56	107	129	103	389	321	-17.5%
<i>Inside the Greenbelt</i>	2,336	1,488	1,447	1,052	2,776	2,069	1,709	3,246	3,440	5,016	45.8%
<i>Outside the Greenbelt</i>	3,948	4,049	3,249	3,967	4,073	4,881	5,360	5,993	5,962	5,061	-15.1%
<b>Prescott &amp; Russell (part)</b>	<b>392</b>	<b>299</b>	<b>335</b>	<b>391</b>	<b>560</b>	<b>483</b>	<b>714</b>	<b>858</b>	<b>763</b>	<b>901</b>	<b>18.1%</b>
Alfred and Plantagenet, TP†	55	29	28	7	35	17	45	65	30	50	66.7%
Casselman, Vlg.†	2	1	5	20	14	27	30	117	42	54	28.6%
Clarence-Rockland, C (part of ON CMA)	153	112	93	112	230	181	192	266	311	305	-1.9%
Russell, TP (part of ON CMA)	123	113	183	167	218	211	442	319	312	437	40.1%
The Nation Municipality	59	44	26	85	63	47	5	91	68	55	-19.1%
<b>Leeds &amp; Grenville (part)</b>	<b>116</b>	<b>103</b>	<b>93</b>	<b>169</b>	<b>175</b>	<b>218</b>	<b>106</b>	<b>159</b>	<b>211</b>	<b>231</b>	<b>9.5%</b>
Merrickville-Wolford, Vlg.*	11	1	6	19	15	21	27	33	15	18	20.0%
North Grenville, TP	105	102	87	150	160	197	79	126	196	213	8.7%
<b>Stormont, Dundas &amp; Glengarry (part)</b>	<b>47</b>	<b>24</b>	<b>23</b>	<b>24</b>	<b>31</b>	<b>42</b>	<b>2</b>	<b>17</b>	<b>94</b>	<b>105</b>	<b>11.7%</b>
North Dundas, TP†	47	24	23	24	31	42	2	17	94	105	11.7%
<b>Lanark (part)</b>	<b>260</b>	<b>230</b>	<b>294</b>	<b>275</b>	<b>370</b>	<b>698</b>	<b>496</b>	<b>1,080</b>	<b>466</b>	<b>395</b>	<b>-15.2%</b>
Beckwith, TP	71	66	69	71	79	109	85	166	95	43	-54.7%
Carleton Place, Tn.	51	66	105	60	123	380	337	644	196	191	-2.6%
Mississippi Mills, Tn.	115	68	107	125	151	189	58	239	149	134	-10.1%
Montague, TP†	23	30	13	19	17	20	16	31	26	27	3.8%
<b>Renfrew (part)</b>	<b>188</b>	<b>82</b>	<b>95</b>	<b>72</b>	<b>92</b>	<b>81</b>	<b>154</b>	<b>286</b>	<b>514</b>	<b>79</b>	<b>-84.6%</b>
Arnprior, Tn.	173	66	76	58	70	66	119	206	474	30	-93.7%
McNab/Braeside, TP	15	16	19	14	22	15	35	80	40	49	22.5%
<b>GATINEAU</b>	<b>1,571</b>	<b>1,572</b>	<b>1,312</b>	<b>1,390</b>	<b>1,610</b>	<b>1,630</b>	<b>3,186</b>	<b>2,772</b>	<b>2,463</b>	<b>3,397</b>	<b>37.9%</b>
Hull (former)	275	246	106	263	247	325	813	441	74	1,729	2236.5%
Aylmer (former)	745	768	581	802	891	930	1,837	1,252	1,641	845	-48.5%
Gatineau (former)	467	520	464	325	377	275	396	833	535	714	33.5%
Buckingham (former)	42	22	127	0	39	72	89	155	105	46	-56.2%
Masson-Angers (former)	42	16	34	0	56	28	51	91	108	63	-41.7%
<b>Qué. part CMA Outside of Gatineau</b>	<b>423</b>	<b>331</b>	<b>272</b>	<b>346</b>	<b>368</b>	<b>399</b>	<b>375</b>	<b>558</b>	<b>809</b>	<b>703</b>	<b>-13.1%</b>
Cantley	96	87	60	64	70	65	44	72	94	97	3.2%
Chelsea	23	21	19	33	53	62	126	183	221	90	-59.3%
La Pêche	31	40	35	48	60	62	41	79	101	72	-28.7%
L'Ange-Gardien	36	45	35	39	37	35	35	85	141	116	-17.7%
Pontiac	16	24	19	15	16	20	11	0	70	9	-87.1%
Val-des-Monts	134	98	95	101	96	134	84	94	145	183	26.2%
Denholm	6	0	0	3	1	2	4	5	5	5	0.0%
N.-D.-de-la-Salette (part of CMA in 2011)	3	9	0	7	2	2	4	5	12	5	-58.3%
Mayo (part of CMA in 2011)	4	1	7	8	5	5	3	5	5	18	260.0%
Bowman (part of CMA in 2011)	2	2	2	5	0	1	1	3	3	9	200.0%
Val-des-Bois (part of CMA in 2011)	4	4	0	0	0	0	3	0	0	0	#DIV/0!
Lochaber (part of CMA in 2016)	n.d.	0	0	0	0	2	0	1	2	0	-100.0%
Lochaber-Ouest (part of CMA in 2016)	8	n.d.	n.d.	4	3	0	7	4	3	0	-100.0%
Thurso (part of CMA in 2016)	60	n.d.	n.d.	19	25	9	12	22	7	99	1314.3%
<b>GREATER OTTAWA-GATINEAU AREA</b>	<b>9,281</b>	<b>8,178</b>	<b>7,120</b>	<b>7,686</b>	<b>10,055</b>	<b>10,501</b>	<b>12,102</b>	<b>14,969</b>	<b>14,722</b>	<b>15,888</b>	<b>7.9%</b>
<b>Ottawa-Gatineau CMA</b>	<b>8,554</b>	<b>7,665</b>	<b>6,556</b>	<b>7,184</b>	<b>9,435</b>	<b>9,568</b>	<b>11,343</b>	<b>13,280</b>	<b>13,493</b>	<b>15,132</b>	<b>12.1%</b>
<b>Ontario portion of the CMA</b>	<b>6,560</b>	<b>5,762</b>	<b>4,972</b>	<b>5,448</b>	<b>7,457</b>	<b>7,539</b>	<b>7,782</b>	<b>9,950</b>	<b>10,221</b>	<b>11,032</b>	<b>7.9%</b>
<b>Quebec portion of the CMA</b>	<b>1,994</b>	<b>1,903</b>	<b>1,584</b>	<b>1,736</b>	<b>1,978</b>	<b>2,029</b>	<b>3,561</b>	<b>3,330</b>	<b>3,272</b>	<b>4,100</b>	<b>25.3%</b>
<b>OMATO</b>	<b>1,003</b>	<b>738</b>	<b>840</b>	<b>931</b>	<b>1,228</b>	<b>1,522</b>	<b>1,472</b>	<b>2,400</b>	<b>2,048</b>	<b>1,711</b>	<b>-16.5%</b>

Sources: CMHC Starts -Housing Market Information Portal; †CMHC; \* Municipal Building Permits; \*\*Municipal Building Permits for years 2011 and earlier

Notes: OMATO = Ontario Municipalities Adjacent To Ottawa, including Clarence-Rockland and Russell. Clarence-Rockland and Russell are also in the Ontario part of the CMA. North Grenville, TP was added to the Ottawa-Gatineau CMA in 2016.

Sub-totals by county include only municipalities within OMATO, not the entire county.

n.d. = no data. Bowman was added to the Ottawa-Gatineau CMA in 2011; data was not collected prior to that year.

N.-D.-de-la-Salette, Mayo, Bowman, and Val-des-Bois are not included in the "Remainder of QC part of CMA" or "Quebec portion of the CMA" sub-totals prior to 2011.

See Map 1 for the municipalities that comprise the Ottawa-Gatineau CMA before and after the CMA boundary adjustment in 2011.

**TABLE 21**
**RESIDENTIAL INTENSIFICATION BY WARD AND TRANSECT, mid 2018-2022**

No.	Ward		Mid 2018-2019	Mid 2019-2020	Mid 2020-2021	Mid 2021-2022	Mid 2018-2022	Mid 2021-2022 Share of Intensification	Mid 2018-2022 Share of Intensification
	Name								
1	Orléans East-Cumberland		91	98	65	191	445	3%	2%
2	Orléans West-Innes		23	27	18	69	137	1%	1%
3	Barrhaven West		3	499	7	140	649	2%	3%
4	Kanata North		112	66	318	6	502	0%	2%
5	West Carleton-March		0	0	0	0	0	0%	0%
6	Stittsville		57	68	160	17	302	0%	1%
7	Bay		67	334	228	81	710	1%	3%
8	College		244	123	123	534	1,024	7%	5%
9	Knoxdale-Merivale		90	27	40	27	184	0%	1%
10	Gloucester-Southgate		73	63	89	8	233	0%	1%
11	Beacon Hill-Cyrville		13	217	15	133	378	2%	2%
12	Rideau-Vanier		610	920	1,472	302	3,304	4%	15%
13	Rideau-Rockcliffe		386	419	230	839	1,874	11%	9%
14	Somerset		412	1,777	88	1,334	3,611	18%	17%
15	Kitchissippi		413	431	508	2,189	3,541	29%	16%
16	River		80	807	557	1,117	2,561	15%	12%
17	Capital		98	559	148	279	1,084	4%	5%
18	Alta Vista		47	320	48	48	463	1%	2%
19	Orléans South-Navan		2	3	9	113	127	2%	1%
20	Osgoode		0	0	0	0	0	0%	0%
21	Rideau-Jock		0	0	0	0	0	0%	0%
22	Riverside South-Findlay Creek		3	1	1	8	13	0%	0%
23	Kanata South		27	132	21	20	200	0%	1%
24	Barrhaven-East		185	45	9	36	275	0%	1%
<b>Downtown Core Transect</b>			<b>950</b>	<b>2,454</b>	<b>1,489</b>	<b>2,075</b>	<b>6,968</b>	<b>28%</b>	<b>32%</b>
<b>Inner Urban Transect</b>			<b>996</b>	<b>1,993</b>	<b>1,712</b>	<b>3,041</b>	<b>7,742</b>	<b>41%</b>	<b>36%</b>
<b>Outer Urban Transect</b>			<b>588</b>	<b>1,552</b>	<b>348</b>	<b>1,781</b>	<b>4,269</b>	<b>24%</b>	<b>20%</b>
<b>Suburban Transect</b>			<b>502</b>	<b>937</b>	<b>605</b>	<b>594</b>	<b>2,638</b>	<b>8%</b>	<b>12%</b>
<b>New Units in the Urban, Built-up Area</b>			<b>3,036</b>	<b>6,936</b>	<b>4,154</b>	<b>7,491</b>	<b>21,617</b>		
<b>New Units in the Urban Greenfield Area</b>			<b>3,796</b>	<b>4,811</b>	<b>4,888</b>	<b>4,150</b>	<b>17,645</b>		
<b>Total New Units in the Urban Area</b>			<b>6,832</b>	<b>11,747</b>	<b>9,042</b>	<b>11,641</b>	<b>39,262</b>		
<b>% Intensification</b>			<b>44.4%</b>	<b>59.0%</b>	<b>45.9%</b>	<b>64.4%</b>	<b>55.1%</b>		
<b>Official Plan Target</b>			<b>40%</b>	<b>40%</b>	<b>40%</b>	<b>45%</b>	<b>51%</b>		