



## Document 1 - Council Motions and Directions regarding the new Zoning By-law

#	Motion/ Direction	Meeting Date	Response Details
1	<p><b>Motion 79/15 (re: Country Hill Estates Subdivision) -</b>            THEREFORE BE IT RESOLVED that staff be directed to pursue the further division and rezoning of the park block to create one or more building lots, in keeping with Official Plan Policies, to generate revenue for the construction and development of a park on a smaller retained portion of the park block.</p>	2022-06-22	<p>A modification to the zone boundary for the park block to reflect the concept parcel boundaries provided by CREO-DSD will be included in Draft 1 of the Zoning Map.</p>
2	<p>New Official Plan            k. [m16.1] That Council direct Staff to review the e-commerce/ transshipment industry in the upcoming rewrite of the Zoning By-law, including a review of related land uses as well as the scale and impact of those uses, to provide greater clarity in this area.</p>	2021-10-27	<p>This issue was considered as part of implementation of the Neighbourhoods, Hubs, Corridors, Industrial and Logistics, Mixed Industrial and Rural Industrial and Logistics policies, in the new Zoning By-law. Land uses relating to the transportation and storage of goods, and their impacts, were evaluated as part of that work and reflected in the lists of permitted uses in accordance with policies in the Official Plan for these designations.</p>
3	<p>New Official Plan            u. [m81.1] That staff develop a “digital twin” geospatial model to support city building initiatives, including the forthcoming new Zoning By-law, and work towards implementing greater visual and numerical modelling techniques in the assessment of proposed land development projects, subject to future workplans.</p>	2021-10-27	<p>The Digital Twin is in the process of being developed by the Geospatial, Analytics, Technology Solutions Branch. The new Zoning By-law will eventually interface with the Digital Twin.</p>



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4	<p>New Official Plan</p> <p>o. [m33.1] That, when considering a reduction in front yard setbacks commensurate with Table 6, staff responsible for development of the new Zoning By-law be directed to take into consideration the quality of the adjacent public realm including availability of soil volume and opportunity for street trees, availability of walkable infrastructure including sidewalks, and work in coordination with other City departments with respect to modifications to the public realm to support livable neighbourhoods and maintain opportunity for tree planting on private property where the public realm cannot so accommodate; and</p> <p>p. [m33.1] That prior to such modifications to the right-of-way, staff have regard for quality of the public realm and promotion of a livable and walkable street network consistent with Official Plan policy when considering an application for site-specific amendment or variance to front yard setbacks.</p>	2021-10-27	<p>In general, front yard setbacks in Neighbourhood zones are only proposed to be reduced from current Zoning By-law 2008-250 requirements where determined to be appropriate based on Official Plan direction in applicable transect and Evolving Neighbourhood Overlay. A characteristic of “urban” built form compared to “suburban” built form is shallower front yard setbacks with buildings closer to the street, as described in Table 6 of the Official Plan.</p> <p>Regardless of any potential reduction in front yard requirements, it is proposed to require minimum aggregated soft landscaping requirements in all Neighbourhood zones regardless of location. Soft landscaping will be required to abut the front lot line so that it can be used in conjunction with landscaped area in the right-of-way to support tree planting and retention.</p> <p>Further review and modification of minimum front yard setbacks to address more area-specific public</p>



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			realm and right-of-way conditions may be considered as part of Draft 2.
5	<p><b>Direction To Staff re: New Zoning By-law Proposed Work Plan</b> That Planning, Infrastructure and Economic Development PIED staff, as part of the New Zoning By-Law Proposed Workplan, be directed to:</p> <ul style="list-style-type: none"> <li>• Review minimum front yard setbacks, in light of public concerns on vehicles in driveways blocking sidewalks, as well as winter snow storage</li> <li>• Review side yard setbacks from roundabouts</li> </ul>	2021-01-27	<p>Front yard setbacks are being reviewed as part of the new Zoning By-law. Additionally, a minimum setback of 6 metres between the entrance to a garage and a lot line abutting a street is proposed for Neighbourhood zones in the Suburban Transect. This is intended to ensure sufficient space to park a vehicle in front of a garage while remaining on private property, and thus not blocking the sidewalk.</p> <p>With respect to snow storage, restrictions on driveway widths are proposed for properties in Neighbourhood zones. In addition, it is proposed to require minimum soft landscaped areas in front yards, which will ensure space on site that can be used for snow-storage.</p>
6	<p><b>That staff be directed to:</b></p> <p>2. include requirements for green roofs in the scope of the new Comprehensive Zoning By-law to be developed starting in 2021 and/or the High Performance Standards that will come as an outcome of Energy Evolution.</p>	2020-09-23	Green roofs are being considered as part of the High Performance Development Standards in the Tier 1 metrics approved by Council.



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7	<p><b>DIRECTION TO STAFF</b> (Councillor S. Menard): That staff present to Council information that outlines an estimated timeline, and the public engagement process, for the comprehensive update to zoning that is anticipated to follow the adoption of the new Official Plan. Further, that staff outline some of their expectations regarding the outcomes of this zoning update, including whether staff believe this zoning update will see a decline in staff recommendations for zoning amendments sought by developers.</p>	2020-07-15	<p>A work plan and public engagement strategy was provided to Council in the <a href="#">Zoning Implementation Report</a> . The guiding principles of the new Zoning By-law are to produce an efficient, effective and equitable Zoning By-law, and to implement the densities, heights, and the quantity of dwellings contemplated in the Official Plan, secondary plans, and site-specific policies. Property owners will always have the right under the <i>Planning Act</i> to make an application for a zoning by-law amendment, however the intent of the new Zoning By-law is to deliver zoning provisions that provide opportunities for redevelopment, as-of-right, in accordance with height and density permitted in the Official Plan.</p>
8	<p><b>MOTION NO.35/2</b> Max. Parking Requirements (ACS2016-PAI-PGM-0096): 2. That the provisions introduced through Recommendations 23 through 25 (pertaining to the CentrepoinTE Community) be revisited as part of a future review of Zoning By-law 2008-250, Section 103 (Maximum Parking Requirements);</p>	2016-07-13	<p>As part of the development of the draft Zoning By-law, the maximum parking requirements were reviewed in the context of the policies of the new Official Plan. Staff are not proposing to delete maximum parking requirements that are currently in effect in the Hub/Algonquin Protected Major Transit Station Area near the CentrepoinTE Community. This is to facilitate</p>



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			planning priorities concerning increasing housing supply and locating the most dense forms of development near transit.
9	<p>Amendment: Motion No. PLC2022-69/8 Moved by L. Dudas WHEREAS the Orleans Corridor Secondary Plan seeks to modernize and intensify residential and commercial development along St. Joseph Boulevard in line with the new Official Plan; and</p> <p>THEREFORE BE IT RESOLVED that the Planning Department be directed to seek transition requirements consistent with New Official Plan policies and applicable design guidelines when reviewing any application of a mid or high-rise building on St. Joseph prior to passage of the new Zoning By-law, and that the New Zoning By-law include a review of transition requirements between the neighbourhood designation and mid/high-rise development on St. Joseph.</p>	2022-09-08	Building height transition requirements are being considered city-wide for the Mainstreet Corridor and Minor Corridor zones. Step backs in height will be required from lot lines that abut a Neighbourhood zone.
10	<p>Councillor L. Dudas - Motion – Stepbacks within the Innes Road Zoning Review Area</p> <p>File No. ACS2022-OCC-PLC-0009 - Innes (Ward 2)</p> <p>Report recommendations</p> <p>That the Planning Committee recommend Council approve</p>	2022-09-08	<p>Completed in 2023 through the Omnibus Zoning report ACS2023-PRE-EDP-0006 approved by Council on May 10, 2023.</p> <p>Setbacks and built form transition requirements will apply to both rear and side yards abutting low-rise residential zones city-wide. With the</p>



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	<p>that staff be directed:</p> <p>to investigate amending the Zoning By-law in the next Omnibus Amendment so that setbacks within the Innes Road Zoning Review Area (Document 1) are applied to both the rear and side yards where development abuts low-rise residential zones (properties subject to an active planning application will be exempt from these changes); to re-examine the appropriateness of the AM11 Subzone within the Innes Road Zoning Review Area as part of the New Zoning By-law Project, as concerns related to building height and compatibility with the surrounding community remain.</p>		<p>repeal of Zoning By-law 2008-250, the AM11 subzone will be replaced with a newly developed zone and/or subzone that includes height transition requirements.</p>
11	<p>The Joint Committee direct Staff to carry forward the policies limiting the number of shelters in Ward 12 to four in the new Zoning By-law, as per report ACS2008-PTE-PLA-0011.</p>	2021-10-14	<p>An amendment is needed to the Official Plan before this direction may be implemented in the draft Zoning By-law. The Official Plan does not permit caps or separation distances for shelters.</p>
12	<p>That Staff working on the upcoming new Zoning Bylaw Review project discuss a range of possible options and approaches that would allow for the established parcel fabric to be reflected in the massing and design of new buildings in any redevelopment and have this as part of the public consultation under the new Zoning Bylaw program; and that these conversations specifically include discussions regarding the Evolving Overlay as outlined in the new Official Plan.</p>	2021-10-14	<p>In progress. Standards applicable in the new Neighbourhood subzones are intended to reflect the established parcel fabric. This will include minimum requirements for lot widths that are intended to be compatible with established lot widths within neighbourhood interiors. Where multiple buildings on a lot all front onto</p>



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			<p>a street, the minimum width of the lot would apply to each building facing the street, such that the characteristics of the established parcel fabric are addressed.</p> <p>While Neighbourhood zone and subzone standards will be presented as part of Draft 1, a broader range of possible options may be proposed as part of subsequent drafts, in response to the public consultation process and comments on Draft 1.</p>
13	<p>THEREFORE BE IT RESOLVED that staff be directed to report back to Environment and Climate Change Committee with recommended updates to the Corporate EV Policy that describe how charging stations are installed and operate on City of Ottawa property, including considerations for:</p> <ul style="list-style-type: none"> <li>a. Best practices including reviewing benchmark pricing and competitive bidding practices from other jurisdictions including municipalities, private businesses, and commercial properties</li> <li>b. Implications of providing free charging in pay-to-use parking facilities</li> <li>c. Prioritization of sites according to safety, accessibility, cost for installation, and electrical capacity</li> <li>d. Reporting metrics for asset management including current condition, replacement cost, estimated lifespan,</li> </ul>		<p>Parking regulations for electric vehicle parking are included in Section 611 of the draft Zoning By-law. These provisions are intended to support a more sustainable transportation network.</p>



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	<p>and repair history</p> <p>e. Resource requirements for upgrading existing facilities, maintenance, training, technical support, and upkeep of charging stations</p> <p>f. safety design standards for on-street and off-street installations, including considerations for indoor and outdoor charging stations and appropriate fire suppression</p> <p>g. Corporate governance and decision making for charging station projects including procurement, ownership, operation, maintenance, replacement, renewal, revenue and expenses</p> <p>BE IT FURTHER RESOLVED that staff provide a report on the role for the City of Ottawa in supporting the adoption of Electric Vehicles through a Personal EV Strategy, including considerations for:</p> <p>a. Geographic coverage of public charging equipment across neighbourhoods and identification of gaps</p> <p>b. Municipal policy tools to advance home charging for multiple built forms including condominiums, rentals, and multi-unit dwellings</p> <p>c. EV charging in long term City plans such as the Zoning By-law, Transportation Master Plan, Asset Management Plans, and Long-Range Financial Plans</p> <p>d. Resource requirements and/or partners to implement the Personal EV Strategy</p> <p>e. Education and outreach activities to accelerate EV adoption in the community</p> <p>f. Compatibility of EV charging with City of Ottawa Complete Streets Framework</p>		





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	<p>BE IT FURTHER RESOLVED that</p> <ul style="list-style-type: none"> <li>a. the placement and locations of off-street EV charging stations do not interfere or diminish the rights of Accessible Parking Permit holders to regulated amounts of accessible parking spaces, and</li> <li>b. the placement and locations of on-street EV charging stations do not interfere with no parking zones, which are designated accessible parking spaces for Accessible Parking Permit holders, as described in Part C of the City’s Traffic and Parking Bylaw and</li> <li>c. Staff will develop the Corporate EV Policy and Personal EV Strategy with requirements to ensure access for Accessible Parking Permit holders, including visitors and residents with disabilities</li> </ul> <p>BE IT FURTHER RESOLVED that staff engage with key stakeholders including Hydro Ottawa, the Accessibility Office, and the Accessibility Advisory Committee throughout the policy update and strategy development process to ensure alignment of strategic priorities and identification of risks and opportunities.</p> <p>BE IT FURTHER RESOLVED that staff provide an opportunity for public feedback on the Personal EV Strategy and consider community priorities.</p> <p>BE IT FURTHER RESOLVED that staff report back in Q4 2023 on recommendations related to both the Corporate EV Policy and the Personal EV Strategy.</p>		



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14	<p>That consistency with the objectives and policies of the Official Plan, Rockcliffe Park Secondary Plan and Heritage Conservation District Plan be considered through the development of the new zoning by-law.</p> <p>THEREFORE BE IT RESOLVED THAT consistency with the objectives and policies of the Official Plan, Rockcliffe Park Secondary Plan and Heritage Conservation District Plan be considered through the development of the new zoning by-law.</p>	2023-07-11	The draft Zoning By-law is consistent with the Official Plan, Rockcliffe Secondary Plan, and the Heritage Conservation District Plan.
15	<p>THEREFORE BE IT RESOLVED THAT City Council approve the following:</p> <ol style="list-style-type: none"> <li>1. That the Mayor write to the Minister of Municipal Affairs and Housing requesting that he retain Minor Corridor permissible heights in accordance with the November 2022 Ministry approval of the City's new Official Plan; and</li> <li>2. As part of the re-write of the Comprehensive Zoning By-law, staff be directed to explore allowing at least 4 residential units on serviced residential lots subject to servicing or environmental constraints.</li> </ol>	2023-11-22	<p>The zoning for Minor Corridors in Draft 1 will reflect the heights permitted in accordance with the November 2022 Ministry approval of the Official Plan.</p> <p>The proposed Neighbourhood zone provisions in Draft 1, as well as provisions relating to “additional dwelling units”, establish that lots with access to full municipal services will be permitted up to four dwelling units at a minimum.</p> <p>Note that the “additional dwelling units” provisions apply to both Neighbourhood and rural residential zones. This means that residential lots located in villages that have access to full municipal services (e.g., Carp,</p>



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			<p>Manotick) are also proposed to permit up to four dwelling units in accordance with this section. Presently, residential lots with access to full municipal services in both the urban area and in villages permit up to three dwelling units, in accordance with the <i>Planning Act</i> as amended by Bill 23.</p>