



## As We Heard It Report

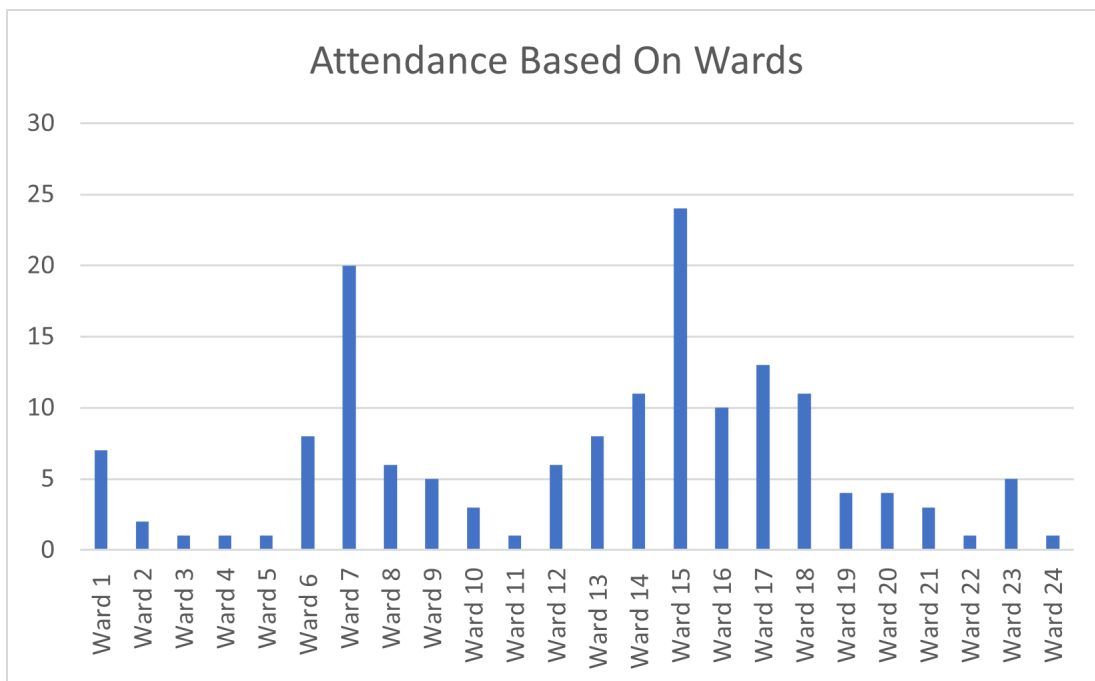
To kick-off consultation for Draft 1 of the new Zoning By-law, a city-wide virtual information session has held on June 20, 2024 from 6:30 to 8:00 PM. This session presented an overview of key concepts of the proposed by-law and what to expect in future engagements. It included:

- A project overview and public consultation for Draft 1
- Key directions from the City’s new Official Plan
- Planning primer – what is a zoning by-law
- An overview of the new Neighbourhood zones
- An overview of the new Mixed-Use zones
- An overview of the Industrial, Transportation, Institutional, Greenspace, Recreation and Special District zones
- An overview of the rural provisions

There was a total of 325 participants who attended the City-wide Information.

The following includes comments provided during the meeting as well as the submission of written comments after the meeting.

### Attendance Based on Wards:





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### 1) 15-Minute Neighbourhoods

<b>Comment:</b>	N5 zoning allows some limited commercial uses, while N4 and lower do not. N4 zones allow for considerable density, and without permitting these limited commercial uses, it is likely that these areas will not have the local shops, cafes and restaurants needed to support 15-minute neighborhoods.
<b>Response:</b>	<p>The N5 zones are proposed for mid-rise buildings, while the N6 zones are for high-rise. The non-residential "conditional" uses permitted for N5 and N6 zones are a successor to, and consolidation of, similar non-residential permissions in the R5 subzones of the existing Zoning By-law 2008-250 (intended for mid- and high-rise buildings).</p> <p>Other zones in the new Zoning By-law draft are intended to contemplate permissions for non-residential uses within the Neighbourhoods designation. An example is the "-c" or "neighbourhood commercial suffix", in Section 804 of the draft By-law and would apply to any property with the "-c" suffix.</p> <p>As part of work on the new By-law Draft 2, Staff are looking at options for introducing permissions for non-residential uses (which may include via the -c suffix or NMU zone) on more sites in residential neighbourhoods, in line with the Official Plan direction to support 15-min neighbourhoods.</p>



<p><b>Comment:</b></p>	<p>What is the difference between Mainstreet Corridors and Transit Corridors? How does that affect proposed zoning and other policies? For example: All Hazeldean is a Mainstreet Corridor, but only part of it is a Transit Corridor.</p>
<p><b>Response:</b></p>	<p>The Official Plan speaks of corridors in two senses:</p> <ul style="list-style-type: none"> <li>• Transit corridors, in Schedule C2, speaks mainly to transit routing and which streets are expected to receive dedicated bus lanes or similar infrastructure.</li> <li>• Corridors as a land use designation, in Schedules B1-B8, will be the determinant for what kind of zoning applies to those lands.</li> </ul> <p>While some streets may not be indicated as transit-priority corridors, they could be designated as Corridors in the land-use sense, which means they are slated for some commercial and mixed-use development.</p> <p>Transit corridors and “land-use corridors” will frequently overlap since the OP aims to align development with existing and planned infrastructure. However, from a policy-interpretation standpoint, heights, setbacks, and permitted uses will be tied specifically to the latter.</p>

<p><b>Comment:</b></p>	<p>Given constraints such as parking, why are small businesses (e.g., bakeries) being encouraged to locate in residential homes near places where people gather, such as schools?</p>
<p><b>Response:</b></p>	<p>Policy 4 in Section 6.3.1 of the Official Plan states in part:</p> <p><i>"The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including: [...] d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance [...]"</i>.</p>



<b>Comment:</b>	I've observed that local, small, privately owned food stores have closed to make way for residential towers. How can this issue be mitigated through the 15-minute community plan?
<b>Response:</b>	Making 15-minute neighbourhoods is a matter of allowing the city to evolve naturally: we create a framework flexible enough to accommodate retail, services, and amenities, as well as the residential densities sufficient to support them. As the area matures, infrastructure, services, and street design improvements follow.

<b>Comment:</b>	When you spoke about 15-minute neighbourhoods, you spoke of walking, cycling and public transit. Are cars considered in the 15-minute calculations?
<b>Response:</b>	<p>In the new Official Plan, 15-Minute Neighbourhoods are described as: <i>“Compact, well-connected places with a clustering of a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk...”</i></p> <p>It is proposed to replace minimum parking ratios with a choice-based approach that gives property owners and developers the flexibility to provide the amount of parking they require, aligning parking supply and demand.</p> <p>Elimination of parking requirements will encourage more efficient use of land and create more comfortable walking environments. The increased densities and permissions for a mix of land uses will help bring local services and amenities closer to where people live, decreasing reliance on private vehicles.</p> <p>Removing minimum parking ratios does not mean new developments built in Ottawa will not have on-site parking. Nor does it mean that the number of parking spaces provided will necessarily be lower in the short-term. By shifting away from minimum parking ratios towards a choice-based approach, in the long-term this will assist with the creation and enhancement of more-transit supportive, walkable neighbourhoods in the city.</p>



<b>Comment:</b>	Will you include a definition of "walking distance" like other cities? Walking distance cannot correspond to aerial distance.
<b>Response:</b>	While not specifically defined in our draft zoning by-law, we do use the term in certain sections. Where a term is used that is not defined, it has its everyday meaning. Rest assured, we understand the difference between the linear, aerial distance and the distance one is generally able to walk along paths, rights-of-way, and sidewalks. Where necessary to differentiate between the two measurements, it has been included in the provisions of that section.

## 2) Mixed-use

<b>Comment:</b>	If Hubs and Corridors are distinct designations, why is a Hub allowed to overlap a Corridor?
<b>Response:</b>	<p>Hubs and Corridors are designated under Part 6 the City's Official Plan and on the transect (B-series) Schedules.</p> <p>Corridors are broken down into two sub-types under the Official Plan - Mainstreets and Minor Corridors - and the designation applies to specified streets where a greater degree of density, mix of uses and higher-level transit service are combined.</p> <p>Hubs, on the other hand, are areas surrounding planned or existing rapid transit stations and/or frequent transit stops. Hubs are intended to concentrate a diversity of land uses, higher density development, a greater degree of mixed uses and greater transit connectivity than other designations. As per Section 6, Policy 6.1.1(6) of the Official Plan, where corridors intersect with Hubs, the building height policies applicable to Hubs will prevail over the corridor policies.</p>



<p><b>Comment:</b></p>	<p>In the new proposed provisions, does it speak to the replacement for angular plan transitions between high- and low-rise areas?</p>
<p><b>Comment:</b></p>	<p>I am concerned that more density, especially along Main Street Corridors and Hubs, will cast shadows on nearby residential areas and cause privacy issues despite required setbacks and vegetation buffers.</p>
<p><b>Response:</b></p>	<p>The Official Plan requires that the new Zoning By-law include height transition requirements between a Hub or Corridor and surrounding low-rise Neighbourhoods by <i>“providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties, generally guided by the application of an angular plane.”</i></p> <p>Height transition provisions are in MS1 and MS2 zone provisions tables. The proposed approach is a series of graduated height permissions that increase with distance from any abutting low-rise neighbourhoods.</p> <p>Corridor lands that permit high-rise development will be subject to an on-site transition framework based on graduated rear- and interior-yard setbacks, such that feasible building heights increase on deeper lots as distance from abutting low-rise areas increases. Where a proposed development can meet required tower setbacks, it is anticipated that a maximum height of 25 storeys will accommodate most “ordinary” high-rise building developments, such that zoning by-law amendments for height will be limited to proposals for exceptionally tall buildings.</p>

<p><b>Comment:</b></p>	<p>How are sites selected for greater permitted heights?</p>
<p><b>Response:</b></p>	<p>The Official Plan sets out policies concerning maximum building heights that are permitted in the Hub, Mainstreet Corridor, Minor Corridor and Neighbourhood designations in the Official Plan. These policies are included in Section 5 of the Official plan and are summarized in Table 7 on page 3 of Section 5. Policies for maximum building height vary, depending on which designation and transect a property is located in.</p>



<b>Comment:</b>	Is the 45-degree plane the only factor that is considered for gradual height transitions?
<b>Response:</b>	Angular planes are still relevant and applied judiciously to ensure good design. However, they are not the only factor considered for gradual height transitions. Policy 4.6.6.2) of the Official Plan provides direction concerning angular planes and zoning, "2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines."

<b>Comment:</b>	What are the height considerations when near a transit hub versus on a main street corridor? What are the implications if the Mainstreet corridor is NOT a transit corridor? Should that not impact density and height?
<b>Response:</b>	<p>Detailed policies on the maximum building heights permitted in the Hub and Mainstreet Corridor designations are found in the Official Plan Section 5. The policies differ depending on which transect the Hub or Corridor is located in.</p> <p>For example, in the Inner Urban transect, the maximum building height in a Hub designation is up to 40 storeys for areas within a 300-metre radius or 400 metre walking distance of an existing or planned rapid transit station.</p> <p>For areas further away from the transit station, the maximum building height is up to 40 storeys where the parcel is of sufficient size to allow for a transition in built form and massing storeys.</p> <p>Along Mainstreets in the Inner Urban transect, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:</p> <p style="margin-left: 40px;">a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built</p>



form massing, not less than two storeys and up to high-rise (40 storeys);

b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to nine storeys except where a secondary plan or area-specific policy specifies different heights; and

c) In all cases:

i) The wall heights directly adjacent to a street, and the heights of the podiums of high-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and

ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

Buildings taller than 40 storeys may be permitted through secondary plan policies. On parcels that are within a designated Hub but not covered by a local plan, high-rise buildings are only permitted on parcels of sufficient size to allow for a transition in built form and massing, and their height will be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The Official Plan refers to corridors in two senses. The first, transit corridors, is depicted on Schedule C2 and speaks mainly to transit routing and which streets are expected to receive dedicated bus lanes or similar infrastructure. The second, corridors as a land use designation, on Schedules B1-B8, and will be the determinant for what kind of zoning applies to those lands.

Transit corridors and “land-use corridors” will frequently overlap since the Official Plan aims to align development with existing and planned infrastructure. But from a policy-interpretation standpoint, heights, setbacks, and permitted uses are tied specifically to the latter.





<p><b>Comment:</b></p>	<p>A higher density of residents without the necessary services nearby to support them results in more people driving to access these services elsewhere. How will this be mitigated in the new zoning by-law?</p>
<p><b>Comment:</b></p>	<p>Is the new Zoning Bylaw going to include more mixed-use development, and promote a more car free City?</p>
<p><b>Response:</b></p>	<p>Neighbourhoods that are higher-density, and have higher populations, are generally able to support the establishment of businesses. These businesses can provide local services and amenities close to where people live, decreasing reliance on private vehicles.</p> <p>The Official Plan introduced the Minor Corridor designation in neighborhoods throughout the city. The new Zoning By-law introduces a new CM - Minor Corridor zone, to implement the policies for the Minor Corridor designation and introduce new permissions for the retail stores and services needed for the day-to-day needs of residents.</p> <p>There are other zones drafted for the new Zoning By-law that are intended to contemplate permissions for non-residential uses within the Neighbourhoods designation. One such example is the "-c" or "neighbourhood commercial suffix", the provisions of which are detailed in Section 804 of the draft By-law and would apply to any property with the "-c" suffix at the end of its zoning designation.</p> <p>The new NMU - Neighbourhood Mixed-Use Zone carries forward a simplified set of the current LC – Local Commercial and GM – General Mixed-Use Zones. These zones are located within the Neighbourhood designation and provide services and stores that serve the day-to-day needs of residents. This new zone is discussed below in Part 9 – Mixed-Use Zones.</p> <p>Mid-rise and high-rise buildings in the Neighbourhood designation zoned N5, which permits mid-rise buildings five to nine storeys, and N6 which permits high-rise buildings that are ten storeys and higher, will be permitted to have a range of non-residential uses subject to those uses being limited to the ground floor or basement of a building, including artist studio, bank, community centre, day care, instructional facility, medical facility, personal service business, recreation and athletic facility, retail store and restaurant.</p> <p>The new Zoning by-law draft expands permissions for home-based businesses, including those selling low-risk foods. This will make it easier and</p>



	<p>more convenient to access goods and services locally, as well as provide economic opportunities for small businesses, which contribute to healthy and thriving communities.</p> <p>In addition, as part of Draft 2, Staff are reviewing potential additional sites that can be zoned to allow for a greater range of non-residential uses more generally. This will be through use of either the Neighbourhood Commercial "-c" suffix or the Neighbourhood Mixed-Use (NMU) zone.</p> <p>For a detailed consideration of this topic, you may also refer to the Land Use Strategy Discussion Paper, found here:  <a href="https://engage.ottawa.ca/zoning#folder-147135-28049">https://engage.ottawa.ca/zoning#folder-147135-28049</a></p>
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<b>Comment:</b>	What is the difference in density for areas near transit hubs versus Main Street corridors?
<b>Response:</b>	All Hub areas (except for Tallwood and Knoxdale, Jeanne d'Arc, and Trim) are Protected Major Transit Station Areas (PMTSAs). The minimum residential requirement for Hubs can vary between 150 to 350 dwellings per net hectare, based on Table 3a in the Official Plan, or what is specified in the respective Secondary Plans. For Mainstreet Corridors, the minimum residential density requirement in the Official Plan is 120 dwellings per net hectare. The draft Zoning By-law must implement zoning provisions that permit these minimum density requirements in the Official Plan.

<b>Comment:</b>	Where in the new Zoning By-law can we find provisions for the new NMU zone (formerly GM and/or LC zone)?
<b>Response:</b>	The new Neighbourhood Mixed-use zone (formerly GM zone) is in Part 9 - Mixed-Use Zones, Section 907 of Draft 1 of the new Zoning By-law.



## 3) Neighbourhoods

<p><b>Comment:</b></p>	<p>Staff highlighted to the Planning and Housing Committee the City's commitment to equity in addressing zoning designated priority neighbourhoods with lower incomes. How is the draft zoning bylaw addressing this commitment through neighbourhood zoning?</p>
<p><b>Response:</b></p>	<p>The new Zoning by-law will advance the Official Plan's healthy and inclusive communities policies in many ways:</p> <ul style="list-style-type: none"> <li>• It will support the evolution of the overall walkability of neighbourhoods in the urban area and villages. Housing is central to fostering a sense of stability, security, and well-being.</li> <li>• It will help contribute to addressing Ottawa's housing supply and affordability challenges by aiming to increase peoples' access to a wider range of housing types, forms, and affordability. This includes zoning that will allow for more housing units on lots as well as more forms of housing such as multi-unit housing forms, recognizing that many kinds of housing can be compatible together.</li> <li>• It will serve to mitigate discriminatory "people zoning", where zoning rules have the effect of excluding housing that meets the needs of particular groups of people, such as people living on a low income, in group settings, or in alternative housing forms, from communities.</li> </ul> <p>Elimination of parking requirements will encourage more efficient use of land and create more comfortable walking environments.</p> <p>The increased densities and permissions for a mix of land uses will help bring local services and amenities closer to where people live, decreasing reliance on private vehicles. This will help make it less expensive for people to move around the city by reducing the combined cost of housing and transportation, easing financial pressures on households, and leaving more money for other essentials.</p>



<p><b>Comment:</b></p>	<p>The boundaries of the evolving neighbourhood overlay are very ambiguous, represented by a blob and cluster of dots on the Official Plan map (Schedule B series). Where can we find information about the exact boundaries, (i.e., which lots or streets)?</p>
<p><b>Response:</b></p>	<p>Section 5.6.1 of the Official Plan provides more explicit direction as to the intended extent of the Evolving Neighbourhood Overlay (ENO). Policy 1 of Section 5.6.1 states in part:</p> <p style="text-align: center;"><i>“The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station.”</i></p> <p>In the first draft of the New Zoning By-law the ENO policies are implemented via assigning higher-density primary Neighbourhood zones to areas considered to be located within the overlay. For example, in the case of the Outer Urban transect, a R1-zoned property within the ENO as described in Section 5.6.1 of the Official Plan would generally be proposed to be zoned N3 in the draft zoning, whereas it would be generally proposed to be zoned N2 where the property is outside the ENO.</p> <p>More information about how the mapping of the Neighbourhood zones was determined for the draft Zoning By-law, including how the Evolving Neighbourhood Overlay policies were applied, can be found in the staff report on the draft Zoning By-law, and in particular Document 10 of this report (“Neighbourhood N1-N6 Zones and Provisions”), found here: <a href="https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621">https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621</a></p>

<p><b>Comment:</b></p>	<p>The rear yard setbacks in neighbourhood zones are 25% or more of the lot depth. Would this be reduced if the building has a green roof?</p>
<p><b>Response:</b></p>	<p>Yard setbacks in the Neighbourhood zones are intended to be applied the same way regardless of the type of roof or presence of a green roof.</p>



<p><b>Comment:</b></p>	<p>Has access to commercial services been considered in these higher density residential zones? Has there been consideration to permit commercial activity in N4 zones as is the case in N5 zones? Why are there so few areas zoned N5?</p>
<p><b>Response:</b></p>	<p>The non-residential "conditional" uses permitted for N5 and N6 zones are intended as a successor to, and consolidation of, similar non-residential permissions found in the current R5 subzones of Zoning By-law 2008-250, which are intended for mid- and high-rise buildings. These are consequently intended to be used for the mid-rise N5 and high-rise N6 zones.</p> <p>There are other zones drafted for the new Zoning By-law that are intended to contemplate permissions for non-residential uses within the Neighbourhoods designation. One such example is the "-c" or "neighbourhood commercial suffix", the provisions of which are detailed in Section 804 of the draft By-law and would apply to any property with the "-c" suffix at the end of its zoning designation.</p> <p>It should also be noted that as part of work on the 2nd draft of the new By-law, Staff are looking at options for introducing permissions for non-residential uses (which may include via the "-c" suffix or NMU zone) on a greater number of sites within residential neighbourhoods, in accordance with the direction in the Official Plan to support 15-minute neighbourhoods.</p>

<p><b>Comment:</b></p>	<p>The story map photos (<a href="https://storymaps.arcgis.com/stories/8a6d5bfc8ff040958b22aeaba4c272a5">https://storymaps.arcgis.com/stories/8a6d5bfc8ff040958b22aeaba4c272a5</a>) make it look like there would not be much increase in density of buildings, just the number and size of the dwellings. If so, how can this be called intensification?</p>
<p><b>Response:</b></p>	<p>The Official Plan prescribes that zoning for Neighbourhoods shall provide for a range of housing options in a context-sensitive form. The Neighbourhood zones are intended to provide for generally more dwelling units than the corresponding residential zones in Zoning By-law 2008-250. In many cases, this translates to an increased number of units permitted within a comparable built form to what zoning currently permits.</p>



<b>Comment:</b>	<p>Why does the N1 zone include a decrease in the maximum height? There is no reason to be decreasing building maximums in the suburbs. Setbacks and height limits should be significantly relaxed throughout the city, especially in suburbs.</p>
<b>Response:</b>	<p>The N1 and N2 zones in Draft 1 propose an 8.5 metre height limit, as these represent a consolidation of existing R1 and R2 zones, many of which do limit height to 2 storeys (8 or 8.5 metres).</p> <p>That said, Staff acknowledge that this would represent a decrease in the maximum permitted height in some R1 and R2 zones in the suburban transect, where a 3-storey (11 metre) height is presently permitted. As part of the work on Draft 2, Staff will be looking at options to further refine the Neighbourhood zone provisions including height permissions, which may include carrying forward permissions for 11 metre building heights in zones where they presently exist (so that there is no reduction in the permitted building envelope from present requirements).</p>

<b>Comment:</b>	<p>Will inclusive affordable housing also pertain to senior and retirement homes, as it should?</p>
<b>Response:</b>	<p>The new Zoning By-law is moving away from typology-based zoning, focusing instead on building form. This direction begins with the premise that housing is where people live, and that housing is compatible with other kinds of housing. For a detailed consideration of this topic, you may refer to the Equity, Diversity, and Inclusion Discussion Paper: (<a href="https://engage.ottawa.ca/zoning#folder-147135-28048">https://engage.ottawa.ca/zoning#folder-147135-28048</a>).</p> <p>Due to this new direction, Subsection (1), Section 705 – Retirement Homes and Residential Care Facilities is proposed to permit a retirement home or a residential care facility in any zone where a residential unit is permitted.</p> <p>In Section 705, Subsections (1) and (3) – are new provisions to implement policies in Section 4.2 of the Official Plan. The policies in that section direct that the Zoning By-law will permit alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable, or inappropriate.</p>



<b>Comment:</b>	Is development capped in a particular neighborhood when the units per ha is reached?
<b>Response:</b>	The units per hectare limits are intended to be applied on a per-lot basis. The maximum density restriction controls how many units can be built on an individual site and is not dependent on how many other sites in the same neighbourhood have redeveloped, nor what density other lots have previously developed to.

<b>Comment:</b>	Based on the shape & location of existing single-family homes with space for coach houses in the city, it's very awkward (from a good water flow standpoint) for the water sewer to be connected to the city sewer through the existing building. Can the zoning permit coach houses sewer out be directly connected to the city, separate from the existing building? I believe the intent of having the sewer of a coach house go through the main building was to prevent lot severance. However, lot severance is an administrative decision where the answer could be no, even if the coach house and main house connect to the city sewer separately. Allowing the coach house and main house to connect to the city sewer separately would encourage more units to be built, because it would not force someone to rip up their finished basement to dig deeper & wider for a coach house sewer connection.
<b>Response:</b>	<p>In general, where a unit is intended to be permitted as a coach house, the intent is that coach house be accessory to a principal building. This is why a coach house is required to be located on the same lot as the principal dwelling and must be serviced from the principal dwelling. It is worth also noting that the Official Plan policy also speaks to this.</p> <p>Where a separate residential building located on the same lot is serviced separately, the lot as a whole would instead be defined as a “planned unit development” and the lot including both buildings would be subject both to the provisions of the applicable zone (e.g. if the lot is zoned N1-N6 – Neighbourhood in Draft 1 of the New Zoning By-law, it would be subject to the Neighbourhood zone provisions of Section 801 starting on Page 166) as well as the Planned Unit Development provisions in Section 703 of the Draft By-law, shown on Page 158 of the draft text.</p>



<p><b>Comment:</b></p>	<p>Busy roads are noisy, dangerous, and polluted places. Pushing the highest densities of people onto the busiest roads would be discriminatory towards lower income residents. Are there proposed dense residential areas away from busy roads?</p>
<p><b>Response:</b></p>	<p>Yes, the intent of the new Zoning By-law is to zone for greater density and affordable forms in diverse areas, rather than just around major traffic hubs.</p> <p>Regarding intensification, work on the new Zoning By-law aims to:</p> <ul style="list-style-type: none"> <li>• Provide diversity and affordability of housing choices. The OP calls for “diversity in unit sizes, densities and tenure options within neighbourhoods... to provide the widest possible range of price, occupancy arrangements and tenure.” (Policy 4.2(1))</li> <li>• Provide for intensification in Neighbourhoods. Density targets in Neighbourhoods will require zoning to permit a variety of ground-oriented dwelling types (including in R1 and R2 zones); (Policy 3.2.(12) and Table 3b)</li> <li>• Provide permissions for “Missing Middle” low-rise infill apartments (of generally up to 12 units) in areas affected by the Evolving Overlay; (Policy 5.6.1.1 and Policy 6.3.1 (4)(b))</li> </ul> <p>The climate and housing crises are the central drivers of the new Neighbourhood zoning. To that end, the Official Plan calls directly for zoning to allow higher densities, and to allocate those densities to support healthy, complete, walkable and transit supportive neighbourhoods. Lands currently zoned R1, R2 or R3 will generally be zoned to allow densities equal to or greater than what they currently allow, based on their urban context.</p>





<b>Comment:</b>	Certain Inner Urban areas that were previously given new zoning standards via the R4 zoning review are proposed to be upzoned further in the draft Zoning By-law. How is this appropriate, it seems to remove potential for family accommodation and current missing middle walk-up housing?
<b>Response:</b>	In general, areas zoned R4 in the current By-law are proposed to be zoned N4 in the draft By-law, which permit development of up to four full storeys. Staff will review and refine this mapping as part of subsequent drafts, which may include R4 areas subject to the recent R4 zoning review in 2018-2020.

<b>Comment:</b>	How do you ensure that existing infrastructure (water and sewer, stormwater) can handle the intensification for up to 4 units in certain residential zones?
<b>Comment:</b>	Are the density targets/allowances reduced in areas without infrastructure?
<b>Comment:</b>	Rear yard parking often increases the amount of impermeable surfaces, which is a concern for climate change and communities without storm sewers. Will rear yard parking be prohibited in areas lacking storm sewers?
<b>Response:</b>	<p>Section 201 (Adequate Services and Stormwater Management) of the draft Zoning By-law contains regulations concerning adequacy of servicing and stormwater management, to ensure adequate infrastructure servicing has been addressed. These are carried over from the current Zoning By-law, however they have been strengthened and will be supported by programs to be initiated through the Infrastructure Master Plan. New provisions to require on-site stormwater management have been added to permit development, regardless of whether it is subject to site plan control. This is to provide on-site stormwater management where there is an increase in impermeable surfaces.</p> <p>Neighbourhoods without access to municipal water and sewer (i.e., on private wells and septic systems) are proposed to be limited in terms of number of dwelling units permitted to what they are permitted in the current By-law, and it is not proposed to permit up to four (or more) units in these areas.</p>



<b>Comment:</b>	<p>How can I calculate how many dwellings are permitted on my lot?</p>
<b>Response:</b>	<p>The Neighbourhood (N1-N6) zones use a “units per hectare” (UPH) provision to limit the maximum density permitted on a given residential lot. The N1, N2, and N3 zones in particular limit the maximum density on a per-lot basis to 80, 150, and 250 UPH respectively.</p> <p>To calculate the UPH density of a given building on a given lot, this can be determined by dividing 10,000 sq m (1 hectare) by the lot’s area in square metres, and then multiplying the result by the number of units in the building. The density would not be permitted to exceed the maximum permitted in the primary zone.</p> <p>Alternatively, the maximum number of units permitted on a given lot can also be determined by multiplying the maximum permitted UPH by the lot area in square metres, dividing the result by 10000 square metres, and rounding to the nearest whole even number.</p>

<b>Comment:</b>	<p>The average rate of change seems to be misleading as half of the lots develop faster and half slower than the average.</p>
<b>Response:</b>	<p>The average change in a neighbourhood is just that - an average - and indeed some neighbourhoods will turn over at a rate above that average. However, the presentation illustrates "average" change to demonstrate that even where above average, a neighbourhood would not turn over in its entirety within the life of the Official Plan, even where zoning is more permissive in terms of permitted density. In addition, where turnover does occur, the intent with the new Zoning By-law for the Neighbourhood zones is generally that new development where it occurs is context sensitive, such that its built form is compatible (particularly in the interiors of neighbourhoods) and any undue adverse impacts are contained on the subject property of a given development to the extent possible.</p>



<p><b>Comment:</b></p>	<p>In the lowest density residential zone, will semis and towns be allowed or just buildings consisting of 4 apartment units? For instance, the R1 zones currently do not allow semis and towns but buildings consisting of 3 units. Permitting construction of units that can be severed (semis and towns) will help in achieving housing goals. Not everyone wants to build/own/buy apartment buildings. Apartment buildings are also very expensive and not affordable for most to build or buy.</p>
<p><b>Response:</b></p>	<p>While the permitted densities of the Neighbourhood zones are intended to be scalable based on the size of the lot, such that the maximum number of units permitted increases the larger a given lot is, the N1 zone is generally intended to contemplate a maximum of four dwelling units in most cases.</p>

<p><b>Comment:</b></p>	<p>Why is the N3 including an increase in the minimum front yard setback? Shouldn't we be reducing restrictions to allow for more housing on a single lot and increase density?</p>
<p><b>Response:</b></p>	<p>The primary zones regulate density and building height. The subzones regulate elements of character, namely lot widths and yard setbacks. The A subzone is the most “urban” character, the F subzone is the most “suburban” character. Subzones A through F are introduced to the primary Neighbourhood zones to reflect this range of existing characteristics in accordance with Official Plan direction.</p> <p>Front yard setbacks are a contributing factor to the character of a neighbourhood, with smaller front yard setbacks typical of a compact, urban character, and larger setbacks typical of suburban character. Front yard setbacks are a way to ensure sufficient space for soft landscaping, which is necessary for the retention and growth of front yard trees and street trees. This helps to mitigate the urban heat island impacts of climate change, improves air quality, and gives people exposure to greenness, which contributes to well-being.</p>



<p><b>Comment:</b></p>	<p>Did the city consider a 4 storeys as-of-right policy as recommended by the province's task force?</p> <p>In summary, how do our commitments under the federal Housing Accelerator Fund relate to the new Zoning By-law?</p>
<p><b>Response:</b></p>	<p>The Planning Act, as amended by Bill 23 in 2022, requires municipalities in Ontario to permit at least three dwelling units on any serviced residential lot. This requirement has already been implemented in the current Zoning By-law. In the new Draft Zoning By-law, it is proposed to permit at least four dwelling units on each lot, in accordance with the changes to the Planning Act as well as the City's commitments to CMHC's Housing Accelerator Fund.</p> <p>For proposed zoning by-law provisions around this topic, we suggest referring to the following in the Draft 1 document:</p> <ul style="list-style-type: none"> <li>•<b>Section 801</b> – Neighbourhood Zones 1-6 (N1- N6), Subsections (5)(e)(i), (iii), and (iv) – New provisions to ensure that at least four dwelling units are permitted on a parcel of urban residential land as defined by the Planning Act, even if density calculations would say otherwise</li> <li>•<b>Section 701</b> – Coach Houses, Subsection (1) – Carried forward from Sections 133(1)(a) and 133(3) of the current Zoning By-law with modifications to reflect that all fully serviced N1-N6 zones will allow four dwelling units on a lot, which may be configured as either four units within the principal building or three units in the principal building plus one unit in a coach house.</li> <li>•<b>Section 709</b> – Oversize Dwelling Units, Subsection (1) – Revised from Section 54 of the current Zoning By-law, where oversize dwelling units were originally only intended to be permitted as-of-right in detached dwellings and a maximum of eight bedrooms in an oversize dwelling unit is permitted. Given that it is proposed to allow four dwelling units on any fully serviced residential lot, the maximum cumulative number of bedrooms contemplated on a lot containing an oversize dwelling unit is revised to sixteen (i.e., four standard 4-bedroom dwelling units times 4).</li> </ul>



<b>Comment:</b>	<p>How are the distinctions between the Inner and Outer Urban Areas of Ottawa reflected in the draft zoning bylaw? Looking at the Interactive Map, there seems to be no discernable difference in the permissions afforded to these two very different areas.</p>
<b>Response:</b>	<p>The proposed Neighbourhood zones in the first draft of the Zoning By-law are dependent on transect and whether a property is in the Evolving Neighbourhood Overlay as designated in the Official Plan but are also based on what they are currently zoned. This is true for both the primary zone (N1-N6) but also the subzone (A-F).</p> <p>For example, as there is a greater direction to shift to a more urban character and form of development, the "urban" (A-C) subzones are used more frequently in the Inner Urban and Downtown Core transects compared to the Outer Urban transect, which uses the (D-F) subzone more frequently even where the primary zone allows for greater density.</p> <p>For more detail on the methodology behind the proposed application of the Neighbourhood zones, Staff suggest referring to Document 10 of the Draft 1 report: <a href="https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621">https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621</a></p>

<b>Comment:</b>	<p>Will the new bylaw permit more commercial uses, like corner stores and small grocery stores, in low-density neighbourhoods to reduce driving for daily essentials?</p>
<b>Response:</b>	<p>The new Zoning by-law draft expands permissions for home-based businesses, including those selling low-risk foods. This will make it easier and more convenient to access goods and services locally, as well as provide economic opportunities for small businesses, which contribute to healthy and thriving communities.</p> <p>In addition, as part of Draft 2, Staff are reviewing potential additional sites that can be zoned to allow for a greater range of non-residential uses more generally. This will be through use of either the Neighbourhood Commercial "-c" suffix or the Neighbourhood Mixed-Use (NMU) zone.</p>



<p><b>Comment:</b></p>	<p>If 4 storeys cannot ruin the character of heritage districts, why aren't 4 storeys permitted in every suburb throughout the city? 4 storeys are not a significant change for any neighbourhood in this city. There are plenty of beautiful 4 storey homes in the Centertown area. Why is density restricted to major corridors?</p>
<p><b>Response:</b></p>	<p>The Neighbourhoods policies of the Official Plan (Section 6.3) set out that the Zoning By-law shall have regard for “local context and character of existing development”. This is further discussed in transect policies in Section 5, which generally state that 4-storey heights in Neighbourhoods are to be allowed “where appropriate”. As such, many locations, particularly neighbourhood interiors outside of the Evolving Neighbourhood Overlay, are proposed to get 2-3 storey heights in accordance with the policies.</p> <p>Staff are looking at refining the proposed regulations on heights as part of Draft 2 of the New Zoning By-law, including but not limited to where three storey heights and taller may be applied.</p>

<p><b>Comment:</b></p>	<p>In your example on new neighbourhood zones, it was indicated that, in the urban transect, former R1 properties will be upzoned to N2 and N3, but in suburban zones, R1 properties will be rezoned as N1. Why the difference? Shouldn't upzoning be consistent and equitable across all transects? As well, shouldn't upzoning be gradual in nature, therefore not move from R1 to N3?</p>
<p><b>Response:</b></p>	<p>The Official Plan Section 5.6.1 policies direct that: "The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station." This is implemented in the new Zoning by-law draft.</p> <p>Areas within the overlay as would generally result in a higher category N zone being applied compared to areas not within the Overlay (e.g., in the case of a R1 zone in the current By-law, the proposed zone would be a N3 zone as opposed to N2 for lands not within the overlay).</p>



<p><b>Comment:</b></p>	<p>What about heights of coach houses? Currently, only 1 storey above ground is allowed (even when 2 storeys are allowed for the main building), unless it is half a storey on top of a garage. Will the maximum height of a coach house match the maximum height of the zone?</p>
<p><b>Response:</b></p>	<p>The applicable policy for coach houses, which the new Zoning By-law must be consistent with, is addressed in Section 4.2.1, policy 3 of the Official Plan. It states in part that <i>“The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area”</i>.</p> <p>The policy more generally sets out conditions for which additional height may be considered through a Minor Variance application via the Committee of Adjustment. However, to remain in accordance with the Official Plan, the height limit currently proposed for coach houses in the urban area is a single storey.</p>

<p><b>Comment:</b></p>	<p>Currently, the minimum lot width is measured at the front wall of the building, not at the front property line. Would that be the location of the new proposed measurement (15 metres) for the new zoning bylaw as well?</p> <p>Regarding the widening of driveways: Say the lot meets the 15-metre minimum setback between the front property line and front of the primary building, does this mean that the driveway can be widened at that spot and cars can be parked side by side?</p>
<p><b>Response:</b></p>	<p>In Section 199 of Draft 1 of the New Zoning By-law, lot width is defined as the following:</p> <p style="padding-left: 40px;"><i>“Lot Width means the horizontal distance between the side lot lines measured at right angles to the lot depth, from a point that is equal to the front yard setback requirement for the primary zone.”</i></p> <p>As well, if the lot in question is proposed to be zoned Neighbourhood, please know there are front yard landscaping requirements per <b>Section 803</b> of Draft 1 of the New Zoning By-law (Pages 171-172) that would apply. If the lot in question is 15 metres wide, then 40% of the front yard needs to be provided as contiguous soft landscaped area.</p>



<p><b>Comment:</b></p>	<p>How can part of a small neighbourhood fall into multiple categories (e.g., Half of Whitehaven is designated “evolving neighbourhood”)</p>
<p><b>Response:</b></p>	<p>Section 5.6.1 of the Official Plan provides more explicit direction as to the intended extent of the Evolving Neighbourhood Overlay (ENO). Policy 1 of Section 5.6.1 states in part:</p> <p style="text-align: center;"><i>“The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station.”</i></p> <p>Areas within the overlay as would generally result in a higher category N zone being applied compared to areas not within the Overlay (e.g., in the case of a R1 zone in the current By-law, the proposed zone would be a N3 zone as opposed to N2 for lands not within the overlay). As a result, this may result in different areas of neighbourhoods proposed to be zoned to different N-zones compared to their current zoning.</p>

<p><b>Comment:</b></p>	<p>What is meant by housing choice?</p>
<p><b>Response:</b></p>	<p>Everyone deserves dignified and affordable housing. This includes less conventional forms such as rooming houses and transitional housing, and emergency options such as shelters. But there aren’t enough homes or enough variety to offer dignified, affordable choices.</p> <p>Given this policy direction, the intent of the Neighbourhood zones is to permit a full range of housing options, which may include but not necessarily be limited to multiple unit dwellings, group homes, and rooming houses.</p> <p>In accordance with the new Official Plan and moving forward with the new Zoning By-law, allowing for the construction of more housing will be considered the top priority. All forms of housing can co-exist in the same neighbourhood.</p>





<b>Comment:</b>	Are some districts near the core (e.g., Rockcliffe) being treated differently from others.
<b>Response:</b>	<p>Because there is a greater direction to shift to a more urban character and form of development, the "urban" (A-C) subzones are used more frequently in the Inner Urban and Downtown Core transects compared to the Outer Urban transect, which uses the (D-F) subzone more frequently even where the primary zone allows for greater density. The Official Plan directs that local character and context be addressed in the new Zoning By-law; with this in mind, neighbourhoods with less traditionally "urban" characteristics, such as larger lot patterns and larger yard setbacks, may continue to get the D-F subzones even within the Inner Urban transect to address these neighbourhood-specific contexts.</p> <p>For more detail on the methodology behind the proposed application of the Neighbourhood zones, Staff suggest referring to Document 10 of the Draft 1 report: <a href="https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621">https://pub-ottawa.escribemeetings.com/filestream.ashx?DocumentId=178621</a></p>

<b>Comment:</b>	Do 4 storeys include the basement in N1 and N2 zones?
<b>Response:</b>	While the height permissions generally correspond to a certain number of storeys in each Neighbourhood zone (e.g., 2-3 storeys for N1-N2, 3 storeys for N3, 4 storeys for N4) the height limits proposed are expressed in metres and are measured above average grade. For example, in the N2 zone, the height of the building, including any portion of the basement above average grade, could not exceed 8.5 metres. The height limits proposed for the N1-N3 zones generally contemplate 2-3 storey buildings, and not 4 storey buildings.



## 4) Parking

<b>Comment:</b>	A future N-zone lot currently has 1 driveway with access to the street. How many driveways would be permitted with 6 ADUs?
<b>Response:</b>	Under both the current Zoning By-law and the New Zoning By-law draft 1, the number of driveways permitted on a lot is not based on the number of units on a lot. Sections 604 and 606 of draft 1 of the New Zoning By-law contain provisions for the location of parking, as well as access to one to three parking spaces on a lot. This also includes provisions concerning driveways.

<b>Comment:</b>	If you do not have parking minimums for new buildings, parking will be pushed onto the nearby streets. Additional cars on the streets -many with no sidewalks- will counteract efforts to encourage more walking and biking and create safer, 15-minute neighbourhoods.
<b>Response:</b>	<p>Removing minimum parking space rates from the Zoning By-law does not mean that no parking will be provided with new developments. Rather, it gives property owners, businesses, and developers the ability to choose how many spaces to provide in accordance with need. The Zoning By-law will continue to regulate the minimum number of visitor parking spaces associated with a residential development. It is expected that in the short-term there will not be a drastic reduction in the number of parking spaces available. In the mid to long-term though, there may be a reduction in the number of parking spaces city-wide. Note that the removal of minimum space rates does not guarantee this. Elimination of parking requirements will encourage more efficient use of land and create more comfortable walking environments. The increased densities and permissions for a mix of land uses will help bring local services and amenities closer to where people live, decreasing reliance on private vehicles.</p> <p>In summary: By shifting away from minimum parking ratios towards a choice-based approach, in the long-term this will assist with the creation and enhancement of more-transit supportive, walkable neighbourhoods in the city.</p>



<p><b>Comment:</b></p>	<p>Would the City consider parking of camping trailers on private driveways year-round?</p>
<p><b>Response:</b></p>	<p>The parking of trailers or recreational vehicles is subject to the provisions in Section 612 of Draft 1 of the New Zoning By-law (Pages 147-149). These provisions have been modified, but largely carried over, from the provisions in Section 126 of the Current Zoning By-law.</p> <p>Please note there are no seasonal restrictions proposed in Section 612, nor any in the current Section 126 concerning the parking of recreational vehicles/trailers on a lot. Note that this assumes the lot in question is zoned residential currently/proposed to be zoned neighbourhood in the New Zoning By-law. Please see Table 612 in draft 1 of the New Zoning By-law, as the parking of recreational or heavy vehicles is zone dependent.</p>

<p><b>Comment:</b></p>	<p>Why is a bylaw change proposed for RV trailers in driveways? For example, the interpretation of the new bylaw infers that property owners cannot load/unload their trailers for trips. Furthermore, I don't see the issue with having a well-maintained RV in my driveway. It does not move my vehicles onto the roadway.</p>
<p><b>Response:</b></p>	<p>The parking of trailers or recreational vehicles is permitted in the current Zoning By-law under Section 126. The draft provisions in Section 612 of Draft 1 of the New Zoning By-law have been modified but largely carried over from the provisions currently in place.</p> <p>Loading or unloading a trailer would be permitted provided the parking space for the heavy or recreational vehicle is permitted under the Zoning By-law. The parking of recreational or heavy vehicles is zone dependent.</p>



<b>Comment:</b>	Where in the Official Plan does it mention legalizing all the illegal pre-2007 front yard parking spaces? Why are no conditions being considered on the legalization of these existing illegal spaces? Is this consistent with the goals set out in the official plan?
<b>Response:</b>	<p>Staff acknowledge that there is concern with regards to front yard parking and are considering additional conditions as part of draft 2.</p> <p>While the OP does not provide specific direction with regards to front yard parking, it is something we must manage against other things the OP directs us to provide for (e.g. tree canopy coverage).</p>

<b>Comment:</b>	Will elimination of parking minimums affect existing oversized parking lots? For example: could we in the future build street front housing, shops, and other amenities for a more human scale?
<b>Response:</b>	The elimination of parking minimums may result in some parking lots around the city being either fully or partially re-developed, but this is not guaranteed. Removing minimum parking space ratios gives property owners, developers, and businesses the option to provide the number of parking spaces they need. Accordingly, some property owners may choose to re-develop their parking spaces to build housing or other uses.

<b>Comment:</b>	I am concerned about street parking. We have witnessed increased density on Woodroffe without adequate parking leading to increased use of street parking without any controls on adjacent streets. Is there a plan here that would see a permitting system like downtown?
<b>Response:</b>	Currently, staff are examining the potential to expand on-street permit parking. At this time, on-street permit parking may be considered through a petition process. For further information, please visit: <a href="https://ottawa.ca/en/city-hall/council-committees-and-boards/get-involved-local-government/submitting-petition-council">https://ottawa.ca/en/city-hall/council-committees-and-boards/get-involved-local-government/submitting-petition-council</a>



<b>Comment:</b>	Will parking camping trailers on private driveways be permitted year-round?
<b>Response:</b>	<p>Heavy and recreational vehicle parking provisions can be found in Section 612 of Draft 1 of the New Zoning By-law. These provisions have been modified, but largely carried over from the provisions in Section 126 of the current Zoning By-law.</p> <p>The parking of a heavy or recreational vehicle is zone dependent. Please note that there is no time limit to the parking of a heavy or recreational vehicle on a lot (i.e., the Zoning By-law does not provide restrictions or permissions on a seasonal basis).</p>

## 5) Trees

<b>Comment:</b>	For required soft landscaping, developers will likely not plant trees given bushes and smaller planting are cheaper and easier to implement. How will the city ensure that trees will be planted, given how important this is for climate change? Through tax incentive, perhaps?
<b>Comment:</b>	The city should require that one tree be planted on every lot (on the part of the lot that is owned by the city). Our streets typically have a tree planted in front of each house. Given the reality of climate change, why would we now defer the decision to plant a tree to the owner or developer?
<b>Response:</b>	Zoning cannot directly require that trees be planted on a property; it can require that landscaped areas be provided which can be used to support tree planting and growth. To that end, the Neighbourhood zones (for example) propose to include aggregated soft landscaping requirements in both front and rear yards, so that sufficient vegetative space can be provided and configured in such a way as to ensure the ability to plant trees on-site.



## 6) Rural Zones

<b>Comment:</b>	Are there separate density overlays for areas outside the green zone?
<b>Response:</b>	There are density targets within the urban boundary, but none outside of it. No Village Secondary Plans currently have density targets.

<b>Comment:</b>	Does the new Zoning By-law allow splitting/severing rural lots to build more homes for family members? (For example, on a 2-acre RU zoning lot, Rural Countryside Zone)
<b>Response:</b>	Severances are already allowed in the RU Zone, provided that the 0.8-hectare lot area set out in the Official Plan for unserviced lots can be met. As the new Zoning By-law must conform to Official Plan policies, no reductions in the minimum lot area are proposed. Many unserviced zones in the current Zoning By-law have lot areas below the Official Plan requirements and staff are exploring changes to these provisions for the second draft.

## 7) Secondary Plans

<b>Comment:</b>	When will site-specific exceptions be reviewed?
<b>Response:</b>	Exceptions are currently a carry-forward from the current Zoning By-law 2008-250. Staff are reviewing exceptions as part of work on Draft 2 of the New Zoning By-law. Accordingly, exceptions may be subject to change over the coming 18-months, as the new Zoning By-law will be going to Council for adoption in Q4 2025.



<b>Comment:</b>	Will there eventually be secondary plans across the City of Ottawa in built-up areas to dictate maximum heights?
<b>Comment:</b>	What is the process to request a Secondary Plan for a neighbourhood that has none?
<b>Response:</b>	The creation of Secondary Plans is outside of the scope of the New Zoning By-law project and are handled by the Planning Policy Team within the Planning, Development and Building Services Department.

<b>Comment:</b>	Will new secondary plans (e.g., Vanier) as directed by Council amend proposed zoning?
<b>Response:</b>	The new Zoning By-law is required to conform to Secondary Plans. Accordingly, new zoning within the area subject to the Vanier Secondary Plan will align with both the Official Plan and the Vanier Secondary Plan.

<b>Comment:</b>	Our area has a great secondary plan. However, the developer is asking for amendment and therefore is not following it anyway.
<b>Response:</b>	Property owners have the right, under the Ontario Planning Act, to submit an Official Plan Amendment application (which can be utilized to amend the Official Plan or a Secondary Plan) for a proposed development. The establishment of a new Zoning By-law to implement the Official Plan approved by City Council in 2022 does not negate that right. If the City receives an Official Plan Amendment application for a proposed development, that application is reviewed by City Staff and a recommendation by Staff is put forward to City Council. Ultimately though, City Council makes the decision to approve or deny a development application submitted by a property owner.



## 8) Energy

<p><b>Comment:</b></p>	<p>Has a need to include community distributed energy resources been included in the bylaw (i.e., community microgrids)?</p>
<p><b>Response:</b></p>	<p>The image below illustrates different types of distributed energy resources (i.e., solar panels, batteries, wind turbines). ‘Distributed’ means the energy comes from different sources, not just from the centralized electricity grid. DER help reduce reliance on the grid for energy, can lower costs, and provide energy security / resiliency during extreme weather events such as storms and heat waves. Autonomy from the central grid, or microgrid, is gaining momentum. The siting of DERs through zoning will be to enable use types as both principal and subordinate or supportive uses.</p> <p>Staff are working to bring a report specifically on one type of DER, known as Battery Energy Storage Systems, this Fall. If you would like to be added to the list of people to be notified of this report, please let us know at <a href="mailto:newzoning@ottawa.ca">newzoning@ottawa.ca</a>. The timing of zoning for other types such as solar and wind is currently pending further direction from the province and is therefore still under review.</p> <div data-bbox="581 1150 1252 1591" data-label="Image"> <p>Source: fortresspower.com</p> </div>





## 9) Floodplains

<b>Comment:</b>	Will floodplains be incorporated into the new Zoning Bylaw?
<b>Response:</b>	<p>Section 34 of the Planning Act provides for zoning to be used to prohibit development in flood plains and in natural features and areas. Work on the new Zoning By-law aims to support the resiliency of communities and the health of residents living in the 1 in 100-year flood plain by continuing to prohibit development in flood plains in accordance with policies in Official Plan and by continuing the program of continuous updates to the flood plain mapping in the Zoning By-law underway since 2014.</p> <p>As the Official Plan includes policies to restrict development in the flood plain, both the current Zoning By-law 2008-250 and the draft Zoning By-law include provisions to prohibit new construction and limit the size of additions to existing buildings.</p> <p>Accurate flood plain mapping is key to ensuring development is prohibited in the 1 in 100-year flood plain and to preparing municipal emergency response plans for communities. To ensure the flood plain mapping in the Zoning By-law is up-to-date and accurate, a program of continuous updates has been underway since 2014 in partnership with the three Conservation Authorities having jurisdiction in the City. These updates are planned to continue in the new Zoning By-law as new mapping becomes available.</p>

<b>Comment:</b>	How does neighbourhood zoning address flood plains?
<b>Response:</b>	As with the current Zoning By-law 2008-250, the draft Zoning By-law prohibits development on a vacant lot that is located in the flood plain. For properties with development that occurred prior to implementing prohibitions on development through zoning, such as in historic neighbourhoods, small additions are permitted to existing properties. Properties in the Neighbourhood zone that are in the flood plain were not upzoned to permit increased density.



## 10) Other Topics

<b>Comment:</b>	When will <b>site-specific exceptions</b> be reviewed?
<b>Response:</b>	Exceptions are currently a carry-forward from the current Zoning By-law 2008-250. Staff are reviewing exceptions as part of work on Draft 2 of the New Zoning By-law. Accordingly, exceptions may be subject to change over the coming 18-months, as the new Zoning By-law will be going to Council for adoption in Q4 2025.

<b>Comment:</b>	Are <b>density targets</b> based on units or number of people living in an area?
<b>Response:</b>	The density targets in Table 3B of the Official Plan are measured in "units per hectare" (UPH).

<b>Comment:</b>	Will the threshold for <b>site plan control</b> be changed for residential developments?
<b>Response:</b>	As a result of changes to the Planning Act made by Bill 23, Site Plan Control can no longer be required for buildings that contain ten or fewer dwelling units.

<b>Comment:</b>	<p>The current zoning is a big reason for our <b>affordability</b> crisis. Is the new zoning proposed mostly simplifying the existing regulations? How does the new zoning help with affordability?</p> <p>Inclusive affordable housing should be equitably distributed throughout the city and suburbs. Will the zoning by-law ensure that intensification around the LRT includes inclusive affordable housing?</p>
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<b>Response:</b>	<p>The new Zoning By-law will help contribute to addressing Ottawa’s housing supply and affordability challenges by aiming to increase peoples’ access to a wider range of housing types, forms, and affordability.</p> <p>This includes zoning that will allow for more housing units on lots as well as more forms of housing such as multi-unit housing forms, recognizing that many kinds of housing can be compatible together. It will serve to mitigate discriminatory “people zoning”, where zoning rules have the effect of excluding housing that meets the needs of particular groups of people, such as people living on a low income, in group settings, or in alternative housing forms, from communities.</p> <p>Elimination of parking requirements will encourage more efficient use of land and create more comfortable walking environments. The increased densities and permissions for a mix of land uses will help bring local services and amenities closer to where people live, decreasing reliance on private vehicles. This will help make it less expensive for people to move around the city by reducing the combined cost of housing and transportation, easing financial pressures on households, and leaving more money for other essentials.</p>
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<b>Comment:</b>	<p>Will there still be a process whereby developers can request <b>zoning amendments</b> and <b>Official Plan amendments</b>?</p>
<b>Response:</b>	<p>Yes. When the new Zoning By-law comes into effect, property owners will still have the right under the Planning Act to apply for an Official Plan and/or Zoning By-law amendment if they wish to develop a property in a way that is not permitted by the Official Plan or Zoning By-law.</p>

<b>Comment:</b>	<p>Will the <b>number of resources</b> (hospitals, schools, etc.) in an area be considered when zoning lands?</p>
<b>Response:</b>	<p>School Boards consider the changes in population in communities when they are planning service levels in schools. This is a responsibility that is outside the jurisdiction of the municipality. However, as entirely new communities are</p>



planned as suburban development, School Boards are involved in the process of planning those communities and land set aside for new schools to be built. The provincial government coordinates delivery of health care services to support cities as they grow. The Zoning By-law takes its direction from the Official Plan designations in terms of where land uses may be permitted. Large-scale institutional uses, such as hospitals, are subject to policies in the Official Plan and are normally established through site-specific development applications that consider detailed planning considerations such as built form, landscaping and trees, water and sewer services, access and egress to the site, parking arrangements and transportation implications.

<p><b>Comment:</b></p>	<p>Elmvale has a <b>transit station</b>, yet there is a height restriction based on this map.</p>
<p><b>Response:</b></p>	<p>The Elmvale Transit Station is within the boundary of the Elmvale Acres Secondary Plan, which guides the re-development of the Elmvale Acres Shopping Centre. Section 4 and Schedule A of the Secondary Plan inform the land use designations and height permissions for the area. Please note that generally, heights may be impacted by documents such as Secondary Plans, which may prescribe height minimums and maximums that differ from the Official Plan.</p>

<p><b>Comment:</b></p>	<p>Are there any considerations built into zoning that <b>incentivize developers</b> to build for what people want, vs what makes them the most money?</p> <p>(Thinking of Europe, where multi-generational living via whole floor apartments is more common, and would be great for densification)</p>
<p><b>Response:</b></p>	<p>The draft Zoning By-law provides provisions to implement the intent of the Official Plan by providing permissions for a range of development options. The decision about what to build is made by the property owner based on what they think will sell, at the price they think a prospective buyer would be willing to pay. The Zoning By-law provides choices. However, it does not incentivize one form of development over another, beyond not permitting uses that are not contemplated in the Official Plan.</p>



<p><b>Comment:</b></p>	<p>Please address in detail how <b>heritage conservation</b> district plans will be addressed. How will the new Zoning By-law be connected to heritage bylaws?</p>
<p><b>Response:</b></p>	<p>Development within a Heritage Conservation District (HCD) as designated under Part V of the Heritage Act is subject to a heritage permit. This process provides an opportunity for Staff to review development and additions within a HCD and in particular whether or not they meet the direction and policies of the associated HCD Plan, and in the case of substantial additions or redevelopments, is subject to a public process that must be reviewed by Planning and Housing Committee.</p> <p>Given this rigorous design review process and the protections against demolition under the Heritage Act, provisions in the Heritage Overlay in the current Zoning By-law that freeze the height and massing of designated buildings are not proposed to be brought forward in the new By-law. It is instead proposed to focus heritage provisions in zoning on providing relief from certain “design-related” requirements normally applicable to a new building where redevelopment involves retention of an existing building designated under the Heritage Act, to encourage retention of these buildings as part of redevelopment wherever possible. Specific zoning designations proposed in HCDs will be reviewed internally as part of subsequent drafts.</p>