

## Discussion Paper Overview

The new Zoning By-law Discussion Papers mark the beginning of consultation on the New Zoning By-law. The first seven discussion papers launched in March 2023 with accompanying surveys concluding November 01 2023:

- Climate Change, Public Health and Resiliency
- Trees
- Land Use
- Neighbourhood Character
- Neighbourhood Zones
- Equity, Diversity and Inclusion
- Rural Zoning Issues

Along with the final Discussion Paper on Form and Function released in August 2023, over 1,000 surveys were completed or submitted responses to the project's email.

## Trees Discussion Paper Discussion Paper Survey Responses

	Responses
Climate Change, Public Health and Resiliency Discussion Paper Survey	145

### Trees Discussion Paper Responses

From your perspective what are the purposes of trees on private property? (select all that apply)

	% of responses	%
Functional: provide shade and shelter to people and buildings		95%
As a habitat and for their ecosystem benefits		94%
Managing surface water run-off		87%
Important to local character		86%
For children to play on		45%

Can you name some of the features of properties in your neighbourhood that compete with trees for space?

Parking and driveways	Underground utilities and services
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Lot coverage of buildings on properties	Gardens and local food production
Hard landscaping (patios, walkways, decks)	Bicycle, garbage and snow storage
Parking lots	Gardens and shrubs
Building footprint	Infill development
Accessory structures, including pools	Overhead utilities

## Additional comments

Theme	As We Heard It
Environmental Considerations and Biodiversity	<ul style="list-style-type: none"> <li>• Native species are preferred for their resilience and adaptability.</li> <li>• Trees reduce stress, improve cognition, lower heating/cooling needs, and increase property values.</li> <li>• Emphasize the urgency of the climate crisis.</li> </ul>
Zoning and Regulations	<ul style="list-style-type: none"> <li>• Advocate for incorporating lot coverage and setback requirements to preserve existing trees and promote new plantings.</li> <li>• Consider regulations for below-grade setbacks to prevent extensive underground parking.</li> <li>• Encourage developers to preserve mature trees by implementing regulations or incentives.</li> <li>• Highlight the value of mature trees over saplings.</li> <li>• Explore flexible approaches to protect trees during construction, such as granting developers flexibility in zoning rules if existing trees are retained.</li> <li>• Consider 'tree in lieu' options and involve local neighbours in tree planting as alternatives for property owners.</li> <li>• Enforce strict and enforceable rules for tree protection, especially for existing and mature trees.</li> <li>• Allow for four storeys in residential neighbourhoods to allow more units per building</li> </ul>
Parking and Development Impact	<ul style="list-style-type: none"> <li>• Negative impacts of parking spaces, driveways, and housing on tree preservation.</li> <li>• Propose incentives and restrictions on parking to prioritize trees.</li> <li>• Highlight the importance of considering tree preservation in development projects and incorporating green space in urban planning.</li> </ul>
Parking and Development Impact	<ul style="list-style-type: none"> <li>• Concerns about the impact of parking spaces, driveways, and housing on tree preservation.</li> <li>• Propose incentives and restrictions on parking to prioritize trees.</li> </ul>



	<ul style="list-style-type: none"> <li>• Highlight the importance of considering tree preservation in development projects and incorporating green space in urban planning.</li> </ul>
Community Engagement and Incentives	<ul style="list-style-type: none"> <li>• Propose community engagement in tree planting and maintenance, suggesting options like 'tree in lieu.'</li> <li>• Advocate for financial incentives and zoning restrictions to convert yard parking into soft landscapes with trees.</li> </ul>
General Support and Additional Suggestions	<ul style="list-style-type: none"> <li>• Express general support for increased tree planting and maintenance efforts in the city.</li> <li>• Propose alternatives to lawns, such as native plant gardens, and suggest taxing lawns to discourage their use.</li> <li>• Recommend more significant soil volume requirements in zoning and setbacks from distinctive trees.</li> <li>• Advocate for incentives to encourage tree maintenance by homeowners.</li> </ul>



## Climate Change, Public Health and Resiliency Discussion Paper Survey Responses

	Responses
Climate Change, Public Health and Resiliency Discussion Paper Survey	134

### Climate Change, Public Health and Resiliency Discussion Paper Responses

The zoning bylaw can support resilient, low emission communities in a number of ways. Which ones are most important to you? Please select all that apply.

	% of responses	%
a healthy tree canopy that provides well shaded areas		83%
goods and services within walking distance		83%
active transportation facilities such as sidewalks and bike lanes		74%
safe and secure indoor bike parking		46%
restricted development in the flood plain		41%
more opportunities for local food production		36%
charging stations for electric vehicles		35%
clear guidance for the locations of renewable energy generation and storage		23%

Do you support food production on rooftops, including facilities for small-scale food processing, storage, packing and distribution in your neighbourhood?

	% of responses	%
Yes		87%
No		13%



## Additional comments

Theme	As We Heard It
Transit	<ul style="list-style-type: none"> <li>• Importance of safety and reliability for public transportation for 15-minute neighbourhoods</li> <li>• Many areas of the city require a vehicle to get around.</li> </ul>
Local Food Production	<ul style="list-style-type: none"> <li>• Support for small-scale food production and processing.</li> <li>• Concerns about the limitations of food production in certain neighbourhoods.</li> </ul>
Bikes and Walkability	<ul style="list-style-type: none"> <li>• The need for safer bike infrastructure and enhanced walkability.</li> <li>• Suggestions for sidewalk, bike lane, and boulevard requirements in new developments.</li> <li>• Advocacy for making Ottawa more walkable and bikeable to reduce car dependency.</li> <li>• Support for mixed-use, walkable development and infill in the city.</li> </ul>



## Neighbourhood Character Discussion Paper

Responses	
Neighbourhood Character Discussion Paper Survey	201

### Neighbourhood Character Responses

What elements of the streetscape in your neighbourhood are the most important to you with 1 being most important and 5 being least important.

	% of responses	%
Landscaping – trees, grass, and vegetation		31%
Massing – height and width of buildings		21%
Exterior design – visual patterns and design of buildings		20%
Setbacks – Distance from the street or other buildings		17%
Vehicle parking – location of driveways and parking		11%

For the properties in your neighbourhoods, what is the most important character-defining feature?

Theme	As We Heard It
Architectural Style	<ul style="list-style-type: none"> <li>• Emphasis on specific architectural styles</li> <li>• Recognition of unique design elements contributing to character</li> <li>• Importance of maintaining architectural diversity</li> </ul>
Green Spaces and Landscaping	<ul style="list-style-type: none"> <li>• Appreciation for parks, gardens, and mature trees</li> <li>• Well-maintained landscaping as a contributor to character</li> <li>• Natural elements enhance the overall identity of the area</li> </ul>
Historical Significance	<ul style="list-style-type: none"> <li>• Recognition and preservation of historical buildings and landmarks</li> <li>• Importance of celebrating and maintaining historical aspects</li> <li>• Role of history in shaping the identity of the neighbourhood</li> </ul>
Community and Social Activities	<ul style="list-style-type: none"> <li>• Emphasis on community events and local gatherings</li> <li>• Friendliness and social cohesion are essential character elements</li> <li>• Contribution of social activities to the neighbourhood ambiance</li> </ul>
Scale and Density	<ul style="list-style-type: none"> <li>• Preferences regarding building scale and density</li> <li>• The impact of development on neighborhood character</li> <li>• Maintaining a balance for a cohesive and characterful environment</li> </ul>



Heritage and Cultural Diversity	<ul style="list-style-type: none"> <li>• Celebration and preservation of cultural diversity</li> <li>• Role of cultural institutions, ethnic businesses, and public spaces</li> <li>• Diversity as an important aspect of neighborhood identity</li> </ul>
Street Character and Connectivity	<ul style="list-style-type: none"> <li>• Design and layout of streets, sidewalks, and street trees</li> <li>• Cohesiveness and connectivity contributing to character</li> <li>• Well-designed street network as a vital aspect</li> </ul>
Materiality and Building Materials	<ul style="list-style-type: none"> <li>• Importance of specific building materials (e.g., brick, wood)</li> <li>• Visual appeal and uniqueness derived from material choices</li> <li>• Preserving distinctive materiality for character maintenance</li> </ul>
Local Businesses and Commercial Areas	<ul style="list-style-type: none"> <li>• Significance of local businesses and commercial zones</li> <li>• Contribution to the vibrancy and uniqueness of the neighbourhood</li> <li>• Supporting a mixed-use and dynamic character</li> </ul>
Residential Setbacks and Frontages	<ul style="list-style-type: none"> <li>• Preferences for residential setbacks and frontage design</li> <li>• Visual appeal and streetscape importance</li> <li>• Impact on the overall aesthetic character of the neighbourhood</li> </ul>

## Additional comments

Theme	Supporting Information
Preservation of Neighbourhood Character	<ul style="list-style-type: none"> <li>• Emphasis on architectural style, green spaces, historical significance, and community vibe.</li> <li>• Zoning should not compromise but promote and preserve neighbourhood character.</li> <li>• Impact of character on strengthening the community fabric.</li> </ul>
Parking Considerations	<ul style="list-style-type: none"> <li>• Adequate on-site parking to avoid long-term street parking.</li> <li>• Concerns about the impact of infill development on parking availability.</li> <li>• Preference for on-site parking and avoiding curb cuts for safety.</li> </ul>
Building Design and Density	<ul style="list-style-type: none"> <li>• Preferences for low and mid-rise to taller buildings to address housing development.</li> <li>• Emphasis on well-designed buildings facing the street.</li> <li>• Calls for architectural innovation while respecting soft landscaping.</li> </ul>
Functionality and Intensification Concerns	<ul style="list-style-type: none"> <li>• Concerns about functionality in densely built areas.</li> <li>• Recognition of the impact of redevelopment on neighbourhood character.</li> <li>• Need for careful planning during increased development to preserve neighbourhood character.</li> </ul>



## Neighbourhood Zoning Discussion Paper

Responses	
Neighbourhood Zoning Discussion Paper Survey	163

### Neighbourhood Zoning Responses

What services in your neighbourhood can be accessed by foot or bicycle within 15-minutes?

	% of responses	%
Small scale commercial such as cafes, convenience stores, child daycare, and barbershops		85%
Medium scale commercial such as grocery stores, strip malls and medical offices		82%
Large scale commercial such big box retail stores, automotive dealerships, and office buildings		51%

What services or amenities would you like to have access to within a 15-minute walk or bicycle ride?





On what types of streets would you like to see small scale commercial uses? Check all that apply.

	% of responses	%
Along high-volume streets (on Mainstreets)		78%
At certain key locations inside neighbourhoods (on collector streets or at street corners)		73%
Near busy edges of neighbourhoods (inside the Evolving Overlay)		70%
In the interior of neighbourhoods (local streets)		50%

## Additional comments

Theme	As We Heard It
Encouraging Rental Spaces in Single-Dwelling Homes	<ul style="list-style-type: none"> <li>• Ease by-laws, rules, and approvals to allow single-dwelling homes to provide rental spaces.</li> <li>• Potential for an increase in rental spaces to address the housing shortage.</li> </ul>
Zoning Densities and Parking Regulations	<ul style="list-style-type: none"> <li>• Need for higher zoning densities.</li> <li>• Eliminate parking minimums for all zoning, allowing businesses or developers to decide if parking is necessary.</li> </ul>
Intensification and Specific Zoning Changes	<ul style="list-style-type: none"> <li>• Remove restrictions on building typology</li> <li>• Support small-scale commercial uses everywhere.</li> </ul>
Mixed-Use Development	<ul style="list-style-type: none"> <li>• Encourage large commercial centers to replace parking spaces with trees, benches, and continuous walkways.</li> <li>• Promote mixed-use zoning to align with the growth of work-from-home trends.</li> <li>• Incorporate residential units above storefronts in commercial areas.</li> </ul>
Cycling Infrastructure and Accessibility	<ul style="list-style-type: none"> <li>• Improve cycling infrastructure, including bike lanes, to make it safer and more accessible.</li> <li>• Ensure that commercial services are easily reachable within a 15-minute walk or bike ride.</li> </ul>
Concerns about Increased Density	<ul style="list-style-type: none"> <li>• Caution against increased housing density without guaranteeing funding for policing and security measures.</li> <li>• Emphasize the need for adequate infrastructure and services to support increased density.</li> <li>• Advocate for stormwater management provisions in zoning.</li> <li>• Express concern about the impact of high-rise developments on neighbourhood character.</li> <li>• Preserve mature trees and community gardens.</li> </ul>



## Equity, Diversity and Inclusion Zoning Discussion Paper

Responses	
Equity, Diversity and Inclusion Discussion Paper Survey	142

### Equity, Diversity and Inclusion Responses

What makes Zoning more inclusive? Select all that apply.

	% of responses	%
It is developed through active engagement with a broad spectrum of residents		75%
Decisions are policy-led, based on tangible impacts and not biased		69%
A variety of methods to get residents' perspectives (online, in-person) are used to accommodate comfort levels, abilities, and schedules		63%
The By-law treats certain housing types as the default, and evaluates any deviations against that standard		12%
It individually defines every possible land use		11%

Does your neighbourhood feel safe and exhibit any of the following features? Select all that apply.

	% of responses	%
There are safe and direct pedestrian routes and sidewalks		76%
Plenty of windows and active entrance along street, providing 'eyes on the street'		71%
Buildings are close to and help frame the sidewalk, with a clear line of sight for pedestrians		51%

### Additional comments

Theme	As We Heard It
Safety Concerns	<ul style="list-style-type: none"> <li>• Importance on personal and neighborhood safety.</li> <li>• Concerns about high-speed limits, lack of signage, and visibility issues on streets.</li> <li>• A mix of land uses, sidewalks and continuous street frontages to have areas feel inviting.</li> </ul>



	<ul style="list-style-type: none"> <li>• The value of having community facilities and parks in communities</li> </ul>
Bias and Inequitable Engagement	<ul style="list-style-type: none"> <li>• Acknowledgment of biases and concerns about inequitable engagement.</li> <li>• Advocacy for more inclusive community involvement.</li> </ul>
Housing Affordability	<ul style="list-style-type: none"> <li>• Emphasis on the affordability of housing.</li> <li>• Worries about rising prices and the need for increased housing supply.</li> <li>• Advocacy for inclusive zoning to address affordable housing.</li> <li>• Move away from a maximum of residential units in buildings.</li> </ul>
Transportation and Accessibility	<ul style="list-style-type: none"> <li>• Calls for a transportation system that considers the needs of individuals relying on public transportation.</li> <li>• Concerns about accessibility, safety, and infrastructure (sidewalks, bike paths).</li> </ul>
Community Facilities and Services	<ul style="list-style-type: none"> <li>• Desire for diverse and inclusive community facilities to meet the needs of a growing population.</li> <li>• Support for funding initiatives to address homelessness, addiction, and mental health.</li> </ul>
Inclusive Policy Development	<ul style="list-style-type: none"> <li>• Recommendations for city consultations that unite communities based on shared values and experiences.</li> <li>• Being conscience of the impact that zoning can have on marginalized communities</li> </ul>
Zoning for Inclusivity	<ul style="list-style-type: none"> <li>• Suggestions for zoning that regulates built form, parking, and landscaping while avoiding restrictions on the number of units.</li> <li>• Advocacy for zoning that allows a mix of residential and commercial uses within the same category.</li> </ul>
Public Engagement and Transparency	<ul style="list-style-type: none"> <li>• Requests for clear communication on the relevance of information in the discussion paper to the zoning by-law review.</li> <li>• Calls for transparency in decision-making and consideration of the full ramifications of new developments.</li> </ul>
Equity and Equality	<ul style="list-style-type: none"> <li>• Focus should be on equality of process over equity concerns.</li> <li>• Concerns about identity-based approaches leading to discrimination and division.</li> </ul>



## Land Use Discussion Paper

	Responses
Land Use Discussion Paper Survey	122

### Land Use Survey Responses

What kind of land uses would you like to have in your neighbourhood that can be accessed within a comfortable walk.

	% of responses	%
Small-scale commercial space like grocery, café, mechanic or hairdresser		94%
Small-scale institutional like school, childcare		89%
Small-scale manufacturing space like a craftperson's workshop		75%
Large-scale commercial like office buildings		38%
Large-scale commercial space (retail)		34%
Large-scale warehouse		7%

How often do you access commercial spaces, services, or amenities by foot or bicycle in your area? These could include for example grocery stores, cafés, parks, community centres, a mechanic, and a hairdresser.

	% of responses	%
I visit one or more services or amenities almost everyday		41%
I visit one or more services or amenities once or twice a week		34%
I visit one or more services or amenities once or twice a month		12%
I do not visit, or do not have any services or amenities accessible to me in my neighbourhood		12%



The size of a land use is often crucial to understanding its level of potential impact. What is a desirable use of land you would like to see in your area if it was regulated by scale?

Top Preferences
Housing
Small-scale and artisanal commercial businesses
Mixed-use development
Greenspace/parks/community facilities
Affordable housing
Transportation-related features
Small-scale farming, urban agriculture, and specialty shops
Flexibility in land use regulations

### Additional comments

Theme	As We Heard It
Housing and Homelessness	<ul style="list-style-type: none"> <li>• Need for housing solutions for the homeless.</li> <li>• Advocacy for permanent and assisted-living communities.</li> </ul>
Urban Planning and Zoning	<ul style="list-style-type: none"> <li>• Discussions on form-based zoning.</li> <li>• Consideration of the impact of land use on neighbourhood character.</li> </ul>
Accessibility and Infrastructure	<ul style="list-style-type: none"> <li>• Calls for better infrastructure.</li> <li>• Desire for wider roads.</li> <li>• Improved pedestrian and cycling infrastructure.</li> <li>• Need for amenities within walking distance.</li> </ul>
Transportation and Cycling Infrastructure	<ul style="list-style-type: none"> <li>• Emphasis on dedicated cycling infrastructure.</li> <li>• Calls for safe cycling networks.</li> <li>• Prioritization of cycling infrastructure over roads and parking.</li> </ul>
Community Development and Mixed-Use Spaces	<ul style="list-style-type: none"> <li>• Desires for mixed-use development.</li> <li>• The vision of walkable neighbourhoods and 15-minute cities.</li> <li>• Need for various land uses, including residential, commercial, and recreational spaces within communities.</li> </ul>



## Rural Discussion Paper

	Responses
Land Use Discussion Paper Survey	95

### Rural Discussion Paper Survey Responses

To increase economic opportunity in the rural area, the new Zoning By-law will provide more flexibility than the current By-law. What activities and businesses would you like to see permitted in rural areas?"

Top Responses	
Small-scale commercial activities allowed in any area	Raising of chickens on properties
Commercial, light industrial, and residential allowed in any rural zone	Relaxation resorts
Local food production	Renewable energy development
Local sourced/provided wineries, brewpubs, restaurants, food festivals	Restaurants, wineries, breweries, small-batch manufacturing, tourism
More grocery stores in neighbourhoods, more off-leash parks	Rural activities, farms, animals
More small businesses in smaller malls and commercial areas	Small grocery and hardware stores
Outdoor adventure tours & courses	Small mom-and-pop shop

To meet energy needs and to buffer energy emergencies, local renewable energy is needed in Ottawa. Do you have an interest in small-scale energy generation for your rural property? Why or why not?

Responses	As We Heard It
Interested and Support	<ul style="list-style-type: none"> <li>• Interest in small-scale energy generation for their rural properties, citing reasons such as economic feasibility, reducing dependence on conventional energy sources, and contributing to clean energy initiatives.</li> <li>• Support for renewable energy development, including solar and wind.</li> <li>• Important for combating climate change.</li> </ul>
Already Have or Implemented	<ul style="list-style-type: none"> <li>• Solar power installations</li> </ul>
Concerns or Opposition to	<ul style="list-style-type: none"> <li>• Concerns about wind generation reliability</li> <li>• Difficulties in achieving economies of scale</li> </ul>



Specific Types of Energy Generation	<ul style="list-style-type: none"> <li>• Ecological and potential safety concerns of wind turbines</li> </ul>
Not Interested or Not Applicable	<ul style="list-style-type: none"> <li>• No interest in having renewable energy generation</li> <li>• Lacking sufficient incentives</li> <li>• Not applicable (non-rural residents)</li> </ul>

## Additional Comments

Theme	As We Heard It
Road Maintenance	<ul style="list-style-type: none"> <li>• Concerns about road conditions were highlighted as a top priority for rural residents.</li> <li>• The need for the city to focus on road maintenance and improvement to address the primary concern of rural residents.</li> </ul>
Energy Generation and Infrastructure	<ul style="list-style-type: none"> <li>• Interest in individual property owners generating their own power using solar panels and concerns about the economic viability and environmental impact of large-scale wind turbines.</li> </ul>
Land Use and Development	<ul style="list-style-type: none"> <li>• Concerns about urban sprawl, deforestation, and the preservation of agricultural and environmentally sensitive land.</li> <li>• Other concerns relating to windmill farms and large-scale warehouses, in rural areas.</li> <li>• Suggestions included encouraging the preservation of trees, wetlands, and gardens in rural areas.</li> </ul>
City Planning and Zoning	<ul style="list-style-type: none"> <li>• Comments that city planning and zoning regulations should consider the unique characteristics of rural areas.</li> <li>• Concerns about potential loopholes in zoning regulations and the impact of urban-centric views on rural landscapes.</li> <li>• Calls for balancing the requirements for wind turbines while minimizing environmental impacts and enforcing existing by-laws effectively.</li> </ul>
Infrastructure Planning and Services	<ul style="list-style-type: none"> <li>• Suggestions for improving transit connectivity, addressing water consumption issues related to severing lots, and examining the costs of building and owning properties.</li> <li>• Calls for better education, communication, and solutions across traditional government jurisdictions, particularly in addressing water problems and well usage.</li> </ul>
Economic Development and Job Opportunities	<ul style="list-style-type: none"> <li>• Recognition of the importance of light industry and manufacturing uses in rural areas for job density and economic benefits.</li> <li>• Emphasis on the need for economic development in rural areas without compromising the rural way of life.</li> </ul>



Wind Power	<ul style="list-style-type: none"><li>• Concerns about the reliability and inefficiency of wind generation, including the need for gas plants as a backup.</li><li>• Environmental and health impact concerns, such as potential harm to migraines, bird and bat populations, and general human and animal health.</li><li>• Aesthetic concerns about the visual impact of large wind turbines on the rural landscape.</li><li>• Preferences for other clean and dependable energy sources, such as nuclear power.</li><li>• Considerations regarding distance and location, with suggestions for remote areas with no inhabitants.</li><li>• Mixed opinions, with some expressing strong opposition and others supporting small-scale wind turbines or renewable energy in general.</li></ul>
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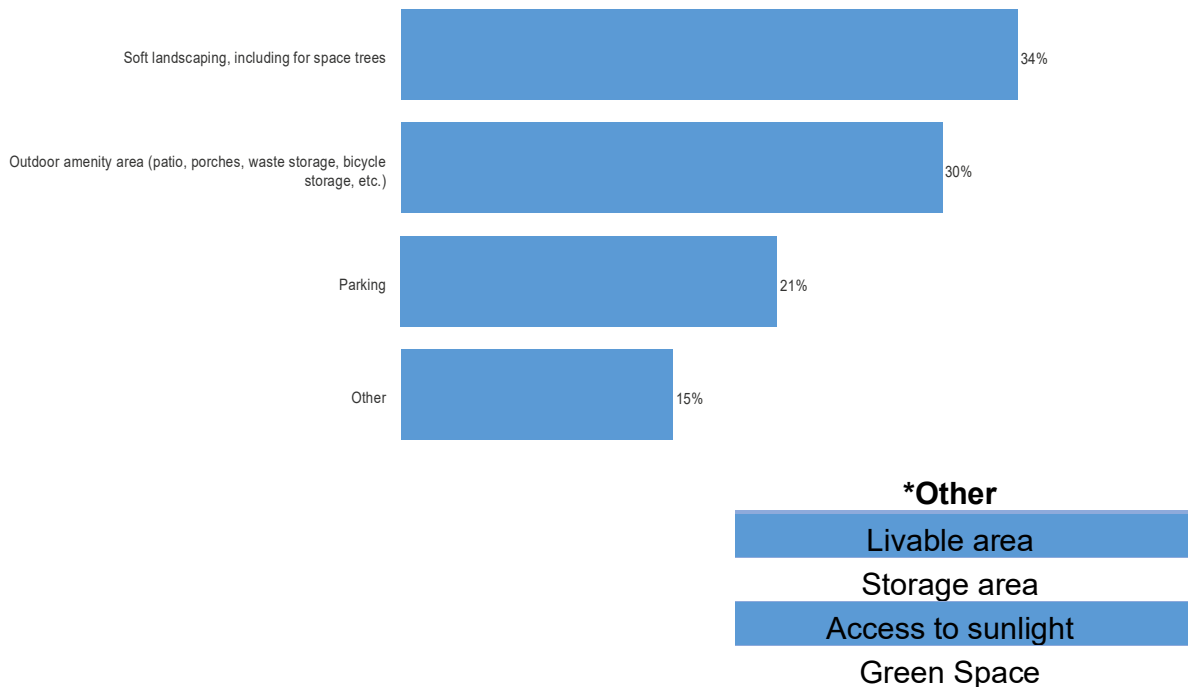


## Form and Function Discussion Paper

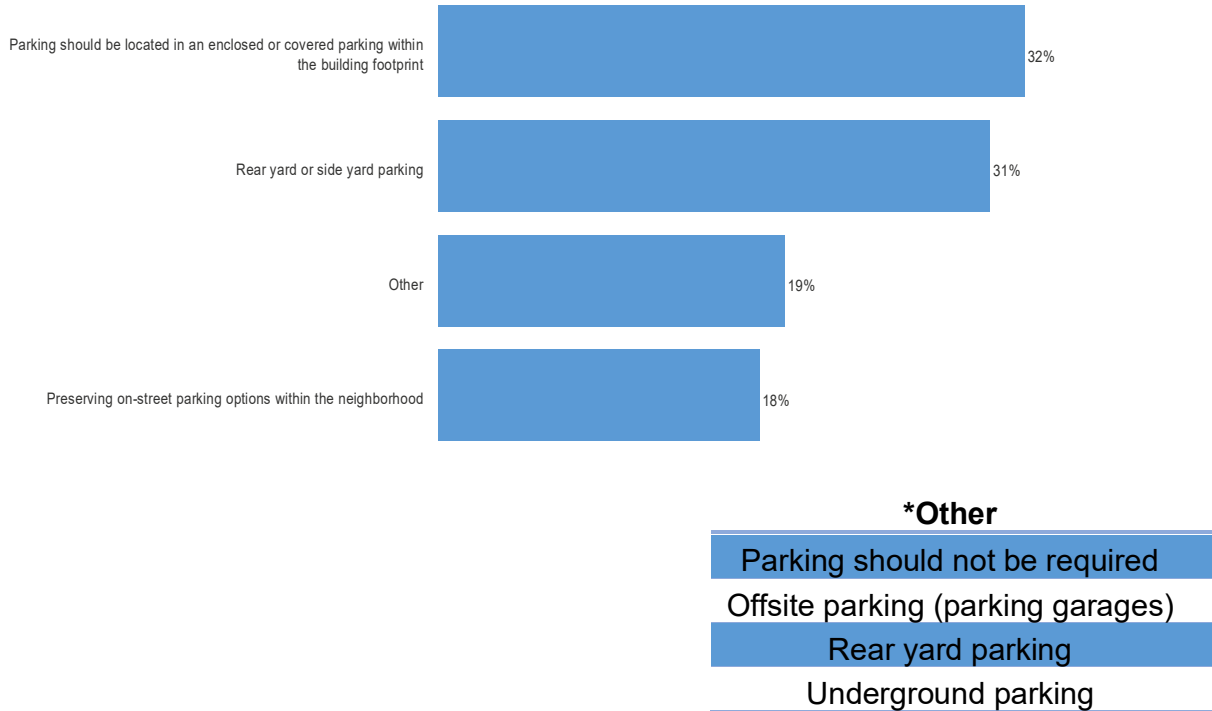
	Responses
Form and Function Discussion Paper Survey	45

### Form and Function Discussion Paper Survey Responses

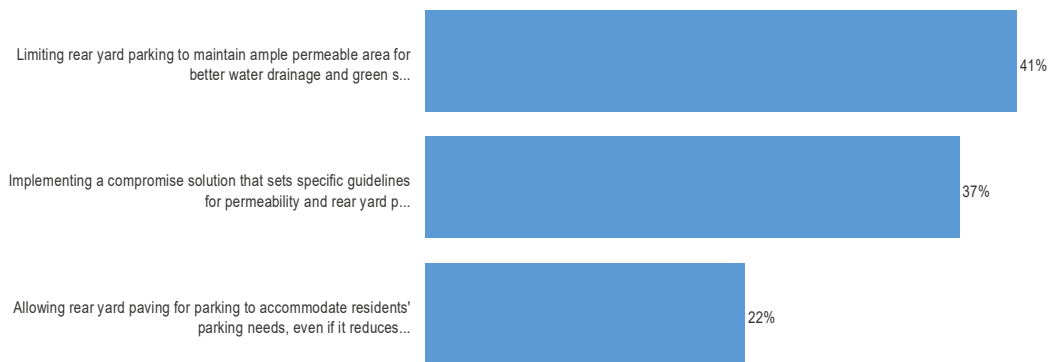
When planning residential development or re-development there are many trade-offs to consider in utilizing space on a residential lot. Please rank how you would prioritize these different demands on a space with one being your highest priority and four being your lowest priority.



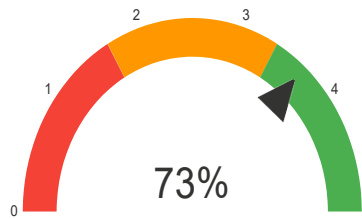
Please rank where you prefer parking to be located, with one being your most preferred and four being your least preferred.



A challenge with finding space for parking on lot is the loss of green space for tree canopy and water permeability. Which approach do you prefer? Please rank from 1 to 3 with one being your most preferred and three being your least preferred.



Soft landscaping helps drainage and allows space for plants, such as trees. How significant of a priority should protecting this space be in zoning? 0-5 with 5 being highest priority and 0 being lowest priority.



### Additional comments on soft landscaping:

Theme	As-We-Heard It
Climate Change Adaptation	Streetscapes and planning differently; Water collection through modern cisterns; Planting sustainable and native plants; Discouraging grass aDDs a quick solution
Permeability Guidelines	Guidelines for permeability; Promotion of rain gardens and bioswales
Parking Challenges and Adaptability	Concerns about unsightly parking lots; Difficulty providing parking with small lot sizes; Challenges of rear yard parking; Adaptable lots considering life cycle stages; Desire for permeable pavers and a percentage ratio
Community Character Preservation	Resistance against front yards covered with stones; Emphasis on maintaining grass and trees
Tree Planting Advocacy	Strong call for more trees; Recognition of soft landscaping, including roof spaces
Regulatory and Zoning Concerns	Critique of Le Corbusier's ideas; Enhanced subterranean drainage systems; Balancing soft landscaping with building amenities
Consideration for Families and Various Life Stages	Advocacy for regulations accommodating families; Specific concerns about cantilever permissions; Call for regulations that address needs of moms, families
Urban Planning for Higher Density	Suggestion to build higher for increased density
Water Permeability and Flood Prevention	Emphasis on water-permeable ground
Health and Environmental Impacts	Soft landscaping and trees for health and environmental benefits



## Additional comments on the Form and Function Survey

Topic	Comments and Suggestions
Climate Change and Housing	<ul style="list-style-type: none"> <li>• Urban planning should prioritize climate change adaptation and mitigation while providing housing.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>• Proposal to reduce front setbacks and allow smaller rear accessways to maximize land use.</li> <li>• Suggestions to eliminate parking requirements entirely, allocate space for stormwater management, and reduce outdoor amenity space requirements.</li> <li>• Encouragement to consider models from denser neighbourhoods in Toronto or Montreal.</li> </ul>
Transportation and Parking Prioritization	<ul style="list-style-type: none"> <li>• Recognition that cars are needed to get around.</li> <li>• Emphasis on considering the needs of families, seniors, and people with accessibility challenges.</li> <li>• Advocacy for prioritizing humans over cars</li> <li>• Requirement for bicycle parking spaces for various building types, including triplexes and stacked dwellings</li> </ul>



## In Person Open House

Question	Response
<p><b>If zoning can influence community character, why wouldn't that include the quality of building materials for multi-generational impact and design?</b></p> <p><b>Is that not community character? Many things like massing and orientation are all subjective criteria.</b></p>	<p>The <i>Planning Act</i> does not provide for a zoning by-law to regulate the materials of buildings.</p> <p>Documents such as the <a href="#">Low-Rise Urban Design Guidelines</a> provide guidance on the design of residential infill development which may include guidance on appropriate and compatible materials and exteriors.</p>
<p><b>Is there a change management plan for the changes in zoning?</b></p> <p><b>Getting to some of the goals will require a lot of changes from residents. For example, active transportation is not something that a lot of people currently consider for trips under 5 km but it could be easily achieved.</b></p>	<p>The Zoning By-law Review Project will include education and outreach on the new zoning regulations. These regulations will be developed over three iterations of the draft which will receive final approval at the end of 2025 to provide to for members of the public to familiarize and comment on the draft provisions.</p> <p>As well the Zoning By-law review is occurring concurrently with the <a href="#">Transportation Master Plan</a>.</p>
<p><b>What role do you see the Community Associations having in the implementation of the new zoning by-law?</b></p>	<p>Community Associations, as well as the Federation of Community Associations (FCA) will be actively engaged with through the Zoning By-law Review to help educate members about proposed provisions, and to collaborate in refining the details of the proposed zoning regulations of their local communities.</p>
<p><b>Any boke parking minimums?</b></p>	<p>Yes, the bike parking provisions are currently under review. Bike parking minimums will continue to be required. Official Plan Policy 4.1.2.9) provides direction to require short and long-term bicycle parking facilities, and provides criteria for them. The current By-law requires that a minimum of 25% of spaces are indoors when more than 50 spaces are required, but it does not explicitly require short or long-term</p>



	bicycle parking. Sheltered bike parking is also identified as a priority for school sites in Official Plan Policy 4.10.1.e).
<b>In terms of intensification, would Official Plan and Zoning Bylaw also release requirement for on site parking, such as permission of parking on driveway without dedicated garage/carport or rear/side yard parking space? Or permit front parking?</b>	As part of work on the New Zoning By-law, staff are reviewing and analyzing the current Zoning By-law (By-law 2008-250), including provisions with respect to on-site parking for residential zones.
<b>Will parking be allowed to expand in front of houses, to accommodate more parking for expanded/intensified units?</b>	As part of work on the New Zoning By-law, staff are reviewing and analyzing the current Zoning By-law (By-law 2008-250), including provisions with respect to on-site parking on residential zones. Work on draft one of the New Zoning By-law is on-going at this time. A first draft of the New Zoning By-law will be released to the public in 2024 for review and comment. Until such time, staff are unable to comment as to what will/will not be included in the New Zoning By-law.
<b>Is vehicle parking regulated?</b>	Under the current Zoning By-law, <i>By-law 2008-250</i> , parking is regulated under Part 4. Part 4 of the Zoning By-law regulates minimum and maximum parking space ratios, parking space dimensions, the location of parking, minimum aisle and driveway dimensions, loading requirements, provisions for drive-throughs, landscaping provisions for parking lots, et cetera.
<b>Is the concept of transect going to replace the concept of zones?</b>	<p>Transects are not replacing the concept of zones in the new Zoning By-law.</p> <p>Transects categorize Ottawa into six zones based on their unique built form and planned function. This approach allows for more nuanced and tailored zoning regulations that consider geographical contexts within the city.</p>
<b>Where can I locate an updated Ottawa map which directly indicates and shows inner urban, outer urban etc.?</b>	You can locate an updated Ottawa map that directly indicates and shows inner urban, outer urban, and other areas by visiting the <a href="#">Official Plan webpage</a> . Specifically, you can access the <a href="#">Official</a>



<p><b>Im interested in specific neighbourhood and streets to see how the zoning will be updated</b></p>	<p><a href="#">Plan transect maps</a> (Schedules A and B) that provide a broad understanding of the characteristics of different areas within the city. However, it's important to note that while transect maps are helpful for gaining insights into overall characteristics, many other factors will influence zoning decisions.</p> <p>For a more detailed view of how zoning will be updated in specific neighborhoods and streets, you can refer to the <a href="#">discussion paper on neighborhood zones and characters</a>. This paper will provide an overview of the proposed changes and considerations for each area, offering a more comprehensive understanding of the future zoning updates in specific locations. You can access these resources on the City of Ottawa's planning department website or by contacting the planning department directly for assistance.</p>
<p><b>Would Courtland park be considered inner urban?</b></p>	<p>Courtland Park is found within the Outer Urban Transect illustrated in <a href="#">Schedules A and B3</a> of the Official Plan.</p>
<p><b>Have the authors of the plan visited other cities where high density mixed commercial/residential have culturally existed for decades, such as Vietnam, Cambodia, to speak with their city managers to glean lessons learned?</b></p>	<p>Planning staff have spoken to planners in other municipalities in North America have or are undertaking zoning by-law review.</p> <p>We appreciate the suggestion to reach out to other international jurisdictions.</p>
<p><b>Can building height along minor corridors be increased to 9 storeys because of the rule of the same height category in the Official Plan?</b></p>	<p>Per Table 7 of the Official Plan, within the Downtown Core Transect, building heights up to 9 storeys along designated minor corridors are permitted.</p> <p>It is noted that outside of the Downtown Core Transect, maximum permitted building heights (per Table 7) are lower than 9 storeys.</p>
<p><b>I am concerned about the existing and potential disconnect between the Official Plan and by-law intentions with respect to neighbourhood development intensification and the</b></p>	<p>In concert with the City's Infrastructure Master Plan (IMP), zoning provisions will be in place to align intensification with infrastructure capacity.</p>



<p><b>infrastructure capacities in existing communities that will be subject to that intensification.</b></p> <p><b>For example , I am aware of serious stormwater system deficiencies in the City View community that have been confirmed by a City-sponsored study that has identified serious failings of the community's stormwater system .</b></p> <p><b>Will the new zoning for intensification of this and other communities take into account the local infrastructure capacity factors before it permits the kind density increases that are being allowed in City View and other similar neighbourhoods?</b></p> <p><b>Will the Infrastructure Master Plan work provide the level of community-scale detail that needs to be done before intensification pressures are added through the new by-law?</b></p> <p><b>Will the new zoning By-law correct that oversight and seriously address the issues of local infrastructure capacities to accommodate intensification?</b></p>	<p>The IMP is the City’s strategic document to implement Ottawa’s Official Plan through setting the growth related goals, objectives and priorities for municipal infrastructure for water purification and distribution, wastewater collection and treatment. The IMP will guide the management of infrastructure capacity to support increased intensification and growth in Ottawa.</p>
<p><b>How can Bill 23 demand intensification on serviced land when water and sewer capacity often are having trouble just dealing with multi-generational living today?</b></p>	<p>Properties that are connected to water and wastewater have an as-of-right ability to have additional dwelling units in accordance with Bill 23.</p> <p>The City’s Zoning By-law Review will be coordinated with the Infrastructure Master Plan, the Long Range Financial Plan, and the Comprehensive Asset Management plan to manage Ottawa’s infrastructure capacity requirements holistically.</p>
<p><b>15. Industrial and warehousing...will urban and suburban be targeted first, so employees are already close and encroachment to rural is minimized to protect a rural way of life?</b></p>	<p>In the urban area, the Official Plan designated areas called 'Industrial and Logistics' intended to be the focus for warehousing, distribution, and other types of industrial uses, and selected those lands based on their strategic locations on the</p>





	<p>goods movement network such as near highway interchanges.</p> <p>These areas are also primarily located in the outer urban or suburban transect due to road networks that can support large vehicles and minimize conflict with small personal vehicles. The rural area also has lands designated within it that permit for rural forms of industrial and logistics to support economic development and allow for employment opportunities, and ensure that these types of uses are clustered in strategic areas to effectively manage resources and services, as well as limit impacts to rural character.</p> <p>In the rural areas, Rural Industrial and Logistics' areas are primarily lands that are already used for this purpose or surrounding lots. Rural industrial and logistics are limited to uses that can be appropriately serviced.</p> <p>There are also Provincial requirements for a percentage of land in rural, suburban and urban areas to be set aside for these uses.</p>
<p><b>Industrial use near 400 highways is good. But what about corridors for airborne drone delivery?</b></p>	<p>The new zoning by-law will provide for uses that are part of the full goods movement network and spectrum from major warehousing and distribution to local pick-up/delivery, where the large scale warehousing maybe at the interchanges or airport and mainstreets would be the location for micro-delivery. At the local neighbourhood scale, this is an extension of the 'post office' and includes co-location of uses. Specific methods of delivery such as drone are beyond the scope of the Zoning By-law.</p>
<p><b>Have you considered using a Community Planning Permit System in some areas like Burlington is going to implement in its Major Transit areas and Ottawa is going to implement in a prestige industrial area of Kanata? These can speed development approvals while</b></p>	<p>The Community Planning Permit System is out of scope for the New Zoning By-law project. The City is piloting a CPP system for the Kanata North Economic District. Information on the study can be found <a href="#">here</a>.</p>



<p>providing full protection of the quality of the urban design and built form.</p>	
<p>Is there a plan to tax gas vehicle use or charge to go into urban centre, like in London, UK?</p>	<p>No. This is not within the purview of the Zoning By-law review.</p> <p>Zoning By-law is regulated by the <i>Planning Act</i>. No such authority in <i>Act</i> exists for zoning by-laws to implement any such tax or fee.</p>
<p>What species of trees will be encouraged/planted? I would like to see long lived, native species.</p>	<p>This is not within the purview of the Zoning By-law.</p> <p>See our <a href="#">trees and urban forests page</a> for information on tree regulations.</p>
<p>Can you speak to the possibility of land swap?</p> <p>Eg. Change in zoning for land to bring development closer to built up areas, thus expanding a rural boundary.</p>	<p>The urban boundary was established in the Official Plan, which was approved last year. The new Zoning By-law will implement zoning designations to correspond with the Official Plan’s policies. Changes to these established boundaries are not within the scope of this project.</p>
<p>How does Bill 23 affect rural areas?</p>	<p>With respect to the permissions for additional dwelling units established under Bill 23, these apply specifically to “parcels of urban residential land” as defined under the Planning Act, which in general comprise parcels with direct access to municipal piped water and sewer systems. In general properties in the rural area would not meet this criteria, although it should be noted that there do exist some properties in village residential zones with access to municipally serviced water and sewer (e.g. some parts of Manotick, Carp, and Richmond), and these would therefore be considered “parcels of urban residential land” as per the Planning Act definition.</p>
<p>For the pre-post Bill 23 slide, why can't a coach house be situated above a detached garage or detached workshop?</p>	<p>Section 4.2.1.3 of the Official Plan sets out provisions for “accessory dwelling units as provided for by the Planning Act”, including coach houses. This policy states, among other things, that “the Zoning By-law shall limit the</p>



	<p>coach house to a height of one storey for lots in the urban area”. Two-storey coach houses, including coach houses situated above a detached garage or workshop, are contemplated in this policy subject to Minor Variance approval from the Committee of Adjustment, provided the considerations for coach houses set out in Section 4.2.1.3 are shown to be addressed. These considerations include the ability to demonstrate that privacy of the adjoining properties is maintained, and that any distinctive trees and plantings are preserved on the subject property.</p>
<p><b>Do Bill 23 increases in permitted unit counts on single lots not present issues with respect to Ontario Building Code conformity? Have these issues been explored in terms of the practicality of their application in the zoning by-law?</b></p>	<p>Bill 23 updated the Planning Act and not the Building Code Act nor the Ontario Building Code itself with respect to additional dwelling units on urban residential land. While this includes requirements that up to three units be permitted on all “parcels of urban residential land”, the creation of a new building containing three units or conversion of an existing building to contain three units would still be subject to approval of a building permit, which would include the need to demonstrate that the proposal complies with the Building Code.</p>
<p><b>Are the zoning layers available in shape files?</b></p>	<p>The zoning layers for the current Zoning By-law are not available in shapefile.</p> <p>There are no definitive plans at this time to provide shapefiles for the new Zoning By-law.</p> <p>Current zoning can be viewed on <a href="#">GeoOttawa</a>.</p>
<p><b>Will you be addressing infill as affected by new zoning bylaw?</b></p>	<p>The Zoning By-law regulates permitted land use and development on all lots in the City, and this includes infill on residential lots. The new Zoning By-law review will include a review of the existing provisions that apply to residential zones, including those established through the “Infill By-laws” for residential lots located in neighbourhoods inside the Greenbelt.</p>



<p><b>If an SDU is the same size as the principal dwelling, what is the ultimate distinction - or does it matter in the end? Could each unit have its own furnace, central air and be stand alone?</b></p>	<p>Other than rules on generally not permitting air conditioning units being located in the front yard, the heating and cooling systems are subject to the Ontario Building Code.</p> <p>There is not a distinction between units from a zoning perspective even under the current Zoning By-law (2008-250).</p>
<p><b>There was no mention of the accelerated timelines for certain parts of the by-law. What are these?</b></p>	<p>Certain elements of zoning have been worked on outside of the zoning by-law review. This includes the implementation of Bill 23, and <a href="#">renewable energy generation facilities and battery storage systems</a>.</p>
<p><b>Does Bill 23 mean that the middle unit of a freehold townhome/carriage home can decide to rebuild with three units?</b></p>	<p>The requirement under Bill 23 to allow three units on a parcel of urban residential land includes townhouses, regardless of whether the townhouse unit is an “end unit” or “middle/interior” unit.</p>
<p><b>What will the impact of Bill 23 implementation be on existing secondary plans in the new Official Plan?</b></p>	<p>In general, Bill 23 amended provincial legislation including the <i>Planning Act</i>, to which Official Plans, secondary plans, and Zoning By-laws in Ontario must conform.</p> <p>Where a residential lot is fully serviced by municipal water and sewer, it is required to allow up to three units on that lot (whether all in the principal building or in the form of two units in the principal building plus one in an ancillary building/coach house). This is the case regardless of whether the lot is subject to a secondary plan.</p>
<p><b>What zoning bylaws rule between now and implementation of the final bylaw?</b></p>	<p>This is a really important question.</p> <p>The current Zoning By-law (2008-250) will remain in effect until Council approves a new Zoning By-law in Q4 2025.</p> <p>Until then, the draft releases have no legal effect. The draft provisions are intended for discussion and consultation.</p>



<p><b>I believe the amendment [to the current Zoning By-law now] allows the 3 equal sized units per house.</b></p> <p><b>Correct? So we can submit construction permits now?</b></p>	<p>The Zoning By-law Amendment in relation to additional dwelling units under Bill 23 was adopted at Council on October 11, 2023</p> <p>The relative size of the principal and additional dwelling units to each other are no longer regulated in By-law 2005-250.</p>
<p><b>Will there be any changes made to mineral aggregate zones?</b></p>	<p>The new zoning by-law will conform with the Official Plan, which includes an overlay for those areas where mineral resources have been identified. A zoning by-law amendment will continue to be required to establish new extraction operations.</p>
<p><b>What is the City's policy and intent on burying existing hydro and Bell wiring in existing neighbourhoods, and ensuring new builds/subdivisions have underground infrastructure?</b></p>	<p>The City of Ottawa policy for the burial of overhead power lines remains as directed by City Council on April 13, 2011 “that the undergrounding of overhead wires on City right-of-ways be undertaken only when the full cost of burial is paid for by the requesting party, or as otherwise approved by Council on a case-by-case basis”.</p> <p>For subdivisions that are to be constructed, the City has local street cross sections that require electrical and telecommunication lines to be buried within the right-of-way that is to be constructed.</p>
<p><b>Does Bill 23 override secondary plans as well?</b></p>	<p>Whenever there is a conflict between municipal policies or by-laws conflict with Provincial legislation, legislation prevails.</p> <p>Where a residential lot is fully serviced by municipal water and sewer, it is required to allow up to three units on that lot (whether all in the principal building or in the form of two units in the principal building plus one in an ancillary building/coach house). This is the case regardless of whether the lot is subject to a secondary plan.</p>
<p><b>Although architecture and safety are no longer regulated by site planning, the proposals could also include a section on inter-relationship with</b></p>	<p>Development applications must adhere to building code regulations independently of the site plan control process.</p>



<p><b>key other regulations such as building codes, health and safety</b></p>	<p>Other regulations that can influence the suitability of uses outside of the Zoning Process such as health regulations for food preparation which, outside of low-risk food items, would generally not be permitted to take place in a residence.</p>
<p><b>Is defence of the City within the purview of zoning? For example, after the attack on Ottawa when trucks and horns were weaponized against the downtown residents, should zoning implement defensive measures (e.g. retractable bollards like in downtown areas of Europe, or hardened checkpoints (e.g. Egypt)</b></p>	<p>The city's zoning by-law does not regulate the city's right-of-way, which encompasses public streets and sidewalks. The purview of zoning primarily deals with land use and the regulation of property, buildings, and structures on private land.</p> <p>The consideration of such measures are outside of the scope of the project.</p>
<p><b>"Making room" for a tree does not equate to planting a tree. Will the City mandate tree planting in new developments or transitioning existing lots? If yes, can it be implemented retroactively?</b></p> <p><b>Half Moon Bay is treeless and a number of front yards have been renovated to allow doublewide parking.</b></p>	<p>The Zoning By-law cannot require that trees be planted. It can be part of a tool set to help encourage the growth of Ottawa's urban forest. Further information on the City's Urban Forest Management plan can be found <a href="#">here</a>.</p>
<p><b>Will the new By-Law still regulate the minimum parking requirements per residential unit the way it currently is in the existing By-Law?</b></p>	<p>The requirement for having minimum parking is being reviewed as part of Draft 1.</p>
<p><b>What will be the approach to minor corridor zoning based on provincial amendments to Official Plan?</b></p>	<p>Staff are reviewing the Official Plan policies, as well as existing zoning as it pertains to designated Minor Corridors. Work on draft one of the New Zoning By-law is on-going at this time. A first draft of the New Zoning By-law will be released to the public in 2024 for review and comment.</p>
<p><b>The presenter talked about achieving a balance between house, trees, and parking spaces. What is the optimal ratio for these three factors?</b></p>	<p>The Official Plan encourages the evolution the Ottawa to have more housing, robust tree canopy and the access to more amenities within walkable distances.</p>



	<p>Each area of the city is at a different point in its development and therefore the pressure between these three concerns will look different within transect and community.</p>
<p><b>Issue is entirely related to mitigation of climate change effects. Can do this in inner urban area only by limiting bldg. footprints as per the Mature Neighbourhoods Overlay.</b></p> <p><b>With current MNO and OP there is room in buildings for three or more units. There will be no ability to preserve mature trees, greenspace and room for stormwater infiltration if lots are filled with buildings and permitted projections. Providing healthy neighbourhoods is an equity issue. Stats Can and Health Canada studies show that the most vulnerable people have the least access to greenspace and trees. Adequate front and rear yard setbacks are critical. In older communities, there often is little to no ROW, so a 6 m front yard setback is necessary. Many of Ottawa's older neighbourhoods developed with little to no setback from the street. This is an unhealthy model that we should be evolving away from, over time.</b></p>	<p>While Staff acknowledge that one purpose of providing front and rear yard setbacks in residential neighbourhoods is to ensure adequate space for both rear yard and street trees, Staff would also note that shallower front yard setbacks in more central urban residential neighbourhoods, such as those in the Downtown Transect and certain parts of the Inner Urban transect, are a common urban characteristic, one benefit of which is to improve the pedestrian realm by allowing buildings to more directly interact with the streetscape. Staff agree that adequate space for street tree canopy is a priority in the Official Plan, and thus front yard setback requirements will generally be maintained in the new zoning, however Staff would note that 6 m front yards are more representative of a “suburban” condition whereas the direction for the Inner Urban and Downtown transects in the Official Plan is to maintain or evolve gradually towards a more “urban” neighbourhood and streetscape condition.</p>
<p><b>Often seen in old neighborhood, a R2 property is surrounded or adjacent to a R4 or R4 property.</b></p> <p><b>Two properties have similar sizes and existing condition. Question - is it possible to rezone the R2 property to R4?</b></p>	<p>Generally speaking, the new Zoning By-law review will include a review of the residential zones to establish a new zoning framework in accordance with the current Official Plan, which may include addressing inconsistencies in zoning and density permissions wherever possible.</p> <p>A property owner has the right to apply for a Zoning By-law Amendment on their property, including prior to the enactment of the new Zoning By-law. Such an application would have to demonstrate that a zoning change to increase density permissions on a residential-zoned lot would be in line with the Official Plan, including</p>



	the relevant transect policies and the policies of the Neighbourhood designation.
<b>Where can we find the pre and post Bill 23 unit maps in the presentation in a large format?</b>	The map can be found on EngageOttawa within the posted presentation for this Open House or in this document in Appendix C).
<b>Will the new Zoning By-law maintain existing exception provisions for properties that have gone through a Zoning By-law Amendment application process?</b>	Generally, yes. Certain exceptions may become redundant through the zoning review or more efficiently retained through incorporation into the general provisions.
<b>What is the difference of 3 connected townhomes with 3 units that are connected and an apartment building?</b>	<p>The biggest differences between a block of 3 townhomes with two associated additional dwelling units to each principal unit and a 9-unit apartment building are potential ownership and servicing lines. Someone who proposes a block of 3 townhomes can sever off the ownership of each row with the potential of having 3 different owners with a parcel of land. With this comes three servicing lines that are associated to each individual row (so each townhome with 2 additional units has their own associated servicing line).</p> <p>A 9-unit apartment building acts as one building on one lot, so the exit requirements are vastly different (require two different methods entry/exits if there are any shared access points), and with that comes only 1 servicing line for the entire building. You could sever off individual units such as a condominium, but you can't sever off parcels of land with an apartment building like you could with a block of townhomes.</p>
<b>Will the new zoning by-law address the use of units as [short-term] rentals?</b>	A review of short-term rentals is not in-scope of the project. Information on short-term rentals can be found <a href="#">here</a> .
<b>Will the new legislation override the current restrictions on areas designated as historic neighbourhoods?</b>	Heritage designations, including both designated heritage buildings and Heritage Conservation Districts (HCDs), are established under Part IV and V of the Heritage Act, respectively. Changes to these designations are therefore not under the purview of the Zoning By-law.





	<p>That being said, the Heritage Overlay regulations within the Zoning By-law, which apply to many designated heritage buildings and HCDs are being reviewed as part of the work on the New Zoning By-law. More detail on any proposed changes to these regulations will be available as part of the first draft of the new By-law, to be released to the public in 2024 for review.</p>
<p><b>Rezoning Lowertown. For the past year I have tried to engage with Planning dept to discover what staff are considering changing in our community's zoning under the new zoning bylaw. Staff have so far declined to speak to us, although our Councillor has asked for this meeting since last January. At the recent zoning open houses I was told that "...essentially little will change since the Lowertown zoning already supports sufficiently high density to meet the Official Plan density targets."</b></p>	<p>The new Zoning By-law will implement the new Official Plan policy directions. Consultation on specific proposed zoning regulations can only begin following the release of the first Draft of the By-law in Q3 2024.</p>
<p><b>Parking lots in front of commercial buildings kills walkability. Can parking for businesses be limited to behind the buildings?</b></p>	<p>Within the Official Plan, there are various transect and designation specific policies pertaining to parking, the screening of parking, and parking lot location. For example, Policy 5.2.2 (3)(d)(i) of the Official Plan notes that within the Inner Urban Transect, new developments with accessory parking shall ensure that the parking is screened from the public realm by being located behind the building, within the building or underground. Staff are working on the New Zoning By-law and determining how to best implement the Official Plan policies via zoning.</p>
<p><b>If there is a multi-phase engagement for the main by-law, what is the engagement process for the accelerated portion (renewable energy sources / systems)? I have been trying to engage and provide information to the City and have not experienced proactive engagement in response.</b></p>	<p>The current zoning by-law has been updated to align with Bill 23. Council has provided direction to update the current by-law with new renewable energy generation provisions.</p>
<p><b>You said that through "community character" the city can't dictate "taste."</b></p>	<p>The direction of the new Zoning By-law, as set out in the Official Plan, is to regulate the built</p>



**Aren't many of the things in the zoning bylaw already taste-oriented criteria e.g landscaping, massing, orientation, parking, garages, etc.?**

**There also isn't anything in Section 34 that says architecture and quality building materials cannot be influenced when interpreting "community character" in zoning bylaw.**

**So why would the city limit themselves? The intent is not to limit architectural style, but rather to ensure quality building stock that lasts for generations.**

form and function of residential development – notably, Section 4.2.1. states that the Zoning By-law shall “primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology”.

While Staff recognize that these features can have impacts in terms of “character”, the provision or absence of these features also have direct impacts on site functionality. For example, landscaping requirements can ensure there is space on-site to support tree growth and permeable space for stormwater management. Depending on how on-site parking is provided, it can have direct negative impacts on the pedestrian realm as well as available space for trees and drainage.

The Zoning By-law cannot regulate materiality. Documents such as the Low-Rise Urban Design Guidelines are intended to provide guidance on the design of residential infill development, which may include guidance on appropriate and compatible materials/exterior design.



## In-Person Open House

Activity 1: What comes to mind when you see the following terms:

Growth Management:

Theme	Responses
Rural Development	- Allow more units in rural areas. - Ease bylaws for new subdivisions. - Extend the city map. - Encourage more housing. - More state lots in rural areas.
Density and Mixed Uses	- More density and mixed uses in suburban and outer urban areas to meet community needs and reduce downtown travel. - Coach houses nearer to "central" areas and public transportation.
Protection of Developed Communities	- Concerns about protecting already developed communities. - Remove "neighbourhood characteristics" from new zoning.
Zoning Simplification	- Simplify zoning conversions, especially for high-density developments and state lots in rural areas.
Intensification and Infill Projects	- Concerns and discussions about intensification and infill projects in existing neighborhoods. - Property value impacts. - Communication with existing homeowners and developers. - Rural encroachment and protection of villages.
Public Amenities and Infrastructure	- Apply growth consistently across the city. - Match public amenities with growth. - Plan for public transportation accessibility.



## Mobility

Theme	Responses
Proximity to Transit	- Concerns and suggestions about significant developments being close to transit options.
Infrastructure Timing	- Calls to have infrastructure built before or at the same time as growth occurs to support mobility needs.
Encouraging Alternatives	- Encouragement for alternatives to driving such as biking, walking, and transit, and the need for these options to be promoted and not ignored.
Connectivity for Active Transportation	- Requests for more connectivity in bike lanes, reserved space for walking and biking, and safe accessible sidewalk pathways.
Transit Service	- Critiques about the quality of transit service, particularly on Sundays, and the impact on weekend workers. - Questions and concerns about the efficiency and convenience of transit compared to other modes of transportation like biking.
Efficiency and Convenience	- Questions and concerns about the efficiency and convenience of transit compared to other modes of transportation like biking.
Traffic and LRT	- Discussions about traffic management, the impact of Light Rail Transit (LRT), and the need for transit to be more convenient and affordable to reduce car usage.
Accessibility and Neighborhood Design	- Considerations for accessibility (AODA), walkability, and creating 15-minute neighborhoods with adequate sidewalks and cross-town corridors.



Integration of Transit, Walking, and Biking Paths	- Calls for integrated planning of transit, walking, and biking paths to improve overall mobility options.
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## Urban and Community Design

Theme	Responses
Modern Development	Updating secondary plans to reflect modern developments like Transit-Oriented Development (TOD).
Trees and Softscaping	- Importance of trees for reducing heat island effect, promoting healthy communities, and maintaining softscaping for stormwater management.
Parking and Transit	- Need for more parking generally and park and ride stations at Light Rail Transit (LRT) stations.
Stormwater Management	- Addressing climate change's impact on peak water flows, causing floods that make roads dangerous and homes flood.
Gatekeepers	- Calls to remove gatekeepers or bureaucratic barriers.
Traffic Calming and Infrastructure	- Advocating for narrow streets to slow traffic, sidewalks, and bike lanes everywhere, and eliminating parking lots in front of businesses (ending "parking moats").
Safety	- Addressing vehicular, pedestrian, and cyclist conflicts on narrow streets.
City Expansion and Development Alignment	- Expanding the city with more subdivisions while ensuring new developments align with rules, especially regarding building heights.
Collaboration and Communication	- Encouraging collaboration and communication among stakeholders, avoiding silos, and ensuring the preservation of Rights of Interests (RI's) that were previously established.



Intensification and Amenities Planning	- Acknowledging the benefits of intensification but emphasizing the need to plan for amenities like garbage disposal and bike infrastructure.
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## Climate, Energy and Public Health

Theme	Responses
Parking and Greenspace	- Remove parking minimums. - Leave greenspace separate and interpose them throughout urban-scale parks and trails.
Energy Efficiency and Renewable Energy	- Incentives needed to renovate present buildings and encourage solar panel installation. - Encourage installation of solar panels and charging stations for electric cars.
Climate Mitigation Measures	- Ways to mitigate climate change, including the importance of green space and storm sewers.
Environmental Concerns	- Concerns about the cleanliness of the canal and the need to protect parks like Plouffe Park for stormwater management.
Urban Planning and Health	- Urban sprawl identified as a major concern for climate health assurance.

## Economic Development

Theme	Responses
Zoning and Transit-Oriented Development	- Zoning reflects Transit-Oriented Development (TOD), emphasizing mixed-use zoning near transit hubs.
Flexibility and Home-Based Businesses	- Zoning allows more flexibility, including provisions for home-based businesses to thrive.



Commercial and Residential Development	- Need for a large grocery store and high-density multi-level residential developments in areas like Finlay Creek, highlighting the importance of Growth Management (GM) zoning.
Business Parks and Industrial Projects	- Preference for business parks for official manufacturing purposes over car dealerships. - Industrial projects targeting rural areas due to space availability.
De-amalgamation and Local Economy	- Calls for de-amalgamation and the desire for a suitable local economy that is environmentally sustainable.

## Activity 2: What is missing in your neighbourhood? What would you change?

Theme	Responses
Infrastructure Planning	<ul style="list-style-type: none"> <li>- Making only high-density city areas require local communication and services inefficient.</li> <li>- Infrastructure, roads, highways, schools need to be planned before or at the same time as the increase in intensification, not after.</li> <li>- Adequate stormwater management for intensification.</li> </ul>
Community Services	<ul style="list-style-type: none"> <li>- More bike parking, green spaces/parks for dogs, recreation centers, libraries, local retail options (lower-cost grocery stores).</li> <li>- Community centers in new neighborhoods.</li> <li>- Enclosed dog parks in Ward 9.</li> <li>- Coffee shops, restaurants, hardware stores, and amenities within walking distance.</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>- Safer sidewalks, bike paths maintenance, public transit between hospitals.</li> <li>- Provisions for home electric car charging.</li> </ul>
Housing	<ul style="list-style-type: none"> <li>- More suitable homes for seniors, affordable housing options (including ground-oriented units).</li> <li>- Incentives for building carriage houses or mixed-use properties.</li> </ul>
Commercial Development	<ul style="list-style-type: none"> <li>- Larger grocery stores, hardware stores, coffee shops, restaurants within walking distance.</li> <li>- Third places like bars or cafes.</li> </ul>



Environmental Considerations	<ul style="list-style-type: none"> <li>- More green space, farming zones on the outskirts of the city.</li> <li>- Tree planting to mitigate heat islands.</li> <li>- Permanent pedestrian infrastructure with traffic calming measures.</li> </ul>
Social Services	<ul style="list-style-type: none"> <li>- Shelters, drop-in centers, integrated services (daycare, schools, swimming pools) in housing developments.</li> </ul>
Urban Design	<ul style="list-style-type: none"> <li>- Narrower roads, less front yard setback to preserve greenspace.</li> <li>- Mixed-use properties with retail/offices and residential units.</li> <li>- Human-scale development along streets.</li> </ul>

### Activity 3: What are your overall thoughts or questions about the new Zoning by-law?

Question	Response:
<b>What's the timetable for this? Why so slow?</b>	<p>Under Provincial legislation, a zoning by-law is required to implement a newly approved Official Plans.</p> <p>The project has been delayed as a result of the delay in Provincial approval of Ottawa's new Official Plan, as well legislative changes such as Bill 23.</p>
<b>Why is zoning minimum based off of 15m (many existing zones are only 10m wide)</b>	<p>Zoning minimum lot widths vary greatly throughout the city. A 15-metre width is one of the more common widths and is commonly referenced for that reason.</p>
<b>How firm will the new zoning be? What will be the premise for exceptions?</b>	<p>Zoning regulations are binding rules, however exceptions can be introduced through zoning amendment to add exceptions or through a minor variance application.</p>

Comments
<b>Leave a lot of greenspace separate, need more parking, event around LRT stations (park n ride)</b>
<b>Communication of zoning flexibility (i.e., mixed-use design change to street zoning) should be clear and simple</b>
<b>Great discussion papers! Please do not allow parking lots in front of businesses (kills walkability). Main streets should not have fast traffic, consider 2-lane streets with street parking only. Allow mixed use everywhere</b>





<b>Whatever is done, must take into account climate change, please. - no building on wetlands - more densification - more park areas and trees in every community - every community should have available stores, community centres, etc.</b>
<b>More density and mix GM zoning on main street corners to allow apartment buildings and rental (Finlay Creek)</b>
<b>We can't wait until 2026. We need urgent action now to solve the housing crisis. More faster please!</b>
<b>Yay transects</b>
<b>Gradual heights and integration</b>
<b>Update infrastructure first - parks, stormsewer, sidewalks</b>
<b>Zoning laws should be related to allow more units and more density inside the urban boundary Entrench 'neighbourhood character'</b>
<b>The timeline is way too long to catch up to the OCP</b>
<b>Understanding when exceptions can be made. Understanding the process</b>
<b>Affordable housing should be the easiest thing to build everywhere</b>
<b>Should incorporate the idea of a maximum building envelope in infill situations</b>
<b>I am in favor of smart intensification. There are still areas to go to 40 storeys without allowing it RIGHT NEXT to 2 storey homes! Gradual height increases PLEASE.</b>








## Appendix









# Zoning Bylaw Neighbourhood Character Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		76%
Renter		22%
Landlord		7%
Other		6%
Developer/home builder		2%
None of the above		




## What is your gender identity?

	% of responses	%
Man		54%
Woman		35%
Prefer not to answer		9%
Non-binary		1%
Another gender not listed here		1%
None of the above		1%




**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**

	% of responses	%
Yes		1%
No		89%
Prefer not to answer		10%




**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with adisability?**

	% of responses	%
Yes		11%
No		78%
Prefer not to answer		11%




**Are you a member of a visible minority group?**

	% of responses	%
Yes		7%
No		82%
Prefer not to answer		11%

**Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?**

	% of responses	%
Yes		11%
No		77%
Prefer not to answer		12%






**Do you identify as an immigrant, newcomer or refugee to Canada?**

	% of responses	%
Yes		8%
No		82%
Prefer not to answer		10%





# Zoning Bylaw Review Neighbourhood Zoning Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		77%
Renter		20%
Landlord		8%
Other		4%
Developer/home builder		3%
None of the above		




What is your gender identity?

	% of responses	%
Man		54%
Woman		34%
Prefer not to answer		11%
Non-binary		1%
Another gender not listed here		

**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**

	% of responses	%
Yes		1%
No		91%
Prefer not to answer		7%

**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**

	% of responses	%
Yes		12%
No		78%
Prefer not to answer		10%

### Are you a member of a visible minority group?

	% of responses	%
Yes		6%
No		83%
Prefer not to answer		10%

Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+acronym?

	% of responses	%
Yes		10%
No		79%
Prefer not to answer		11%







### Do you identify as an immigrant, newcomer or refugee to Canada?

	% of responses	%
Yes		10%
No		83%
Prefer not to say		7%





# Zoning Bylaw Review Climate Change Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		73%
Renter		22%
Landlord		7%
Other		5%
Developer/home builder		3%
None of the above		2%




What is your gender identity?

	% of responses	%
Man		45%
Woman		41%
Prefer not to answer		13%
Non-binary		1%
Another gender not listed here		

**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**




	% of responses	%
Yes		2%
No		91%
Prefer not to answer		8%

**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**




	% of responses	%
Yes		15%
No		76%
Prefer not to answer		8%






### Are you a member of a visible minority group?

	% of responses	%
Yes		5%
No		84%
Prefer not to answer		11%

**Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?**

	% of responses	%
Yes		11%
No		77%
Prefer not to answer		12%






**Do you identify as an immigrant, newcomer or refugee to Canada?**

	% of responses	%
Yes		8%
No		84%
Prefer not to answer		8%





# Zoning Bylaw Review EDI Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		73%
Renter		23%
Landlord		10%
Other		4%
Developer/home builder		3%
None of the above		




What is your gender identity?

	% of responses	%
Man		45%
Woman		32%
Prefer not to answer		22%
Non-binary		1%
Another gender not listed here		

**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**

	% of responses	%
Yes		3%
No		78%
Prefer not to answer		20%

**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**

	% of responses	%
Yes		13%
No		67%
Prefer not to say		20%

### Are you a member of a visible minority group?

	% of responses	%
Yes		8%
No		69%
Prefer not to answer		24%

### Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?

	% of responses	%
Yes		12%
No		64%
Prefer not to answer		24%



### Do you identify as an immigrant, newcomer or refugee to Canada?

	% of responses	%
Yes		8%
No		71%
Prefer not answer		20%






# Zoning Bylaw Review Land Use Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		71%
Renter		22%
Landlord		9%
Other		8%
Developer/home builder		3%
None of the above		

What is your gender identity?

	% of responses	%
Man		54%
Woman		35%
Prefer not to answer		10%
Non-binary		1%
Another gender not listed here		

**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**

	% of responses	%
Yes		1%
No		89%
Prefer not to answer		9%

**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**

	% of responses	%
Yes		15%
No		76%
Prefer not to answer		10%

**Are you a member of a visible minority group?**

	% of responses	%
Yes		6%
No		81%
Prefer not to answer		13%



**Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?**

	% of responses	%
Yes		10%
No		75%
Prefer not to answer		15%

**Do you identify as an immigrant, newcomer or refugee to Canada?**

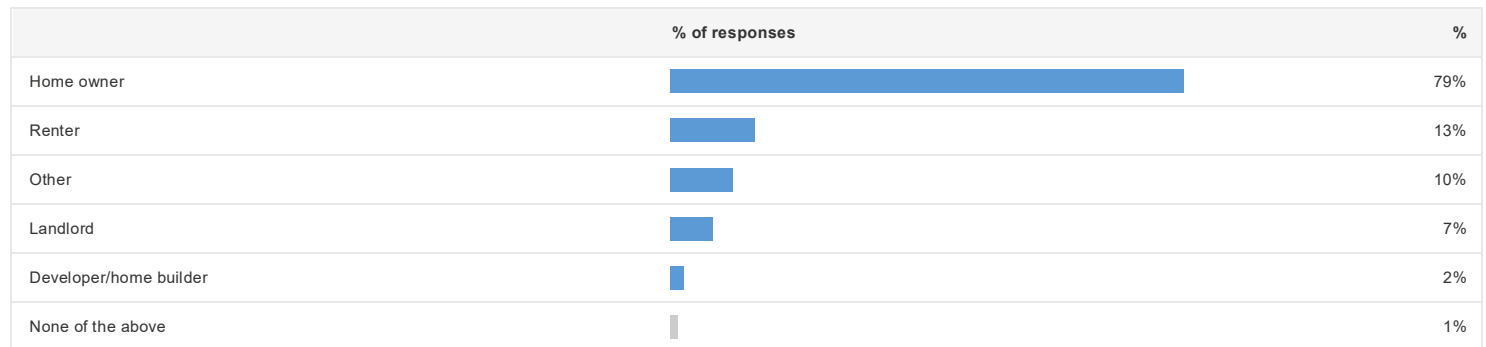
	% of responses	%
Yes		9%
No		81%
Prefer not to answer		10%

**Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?**

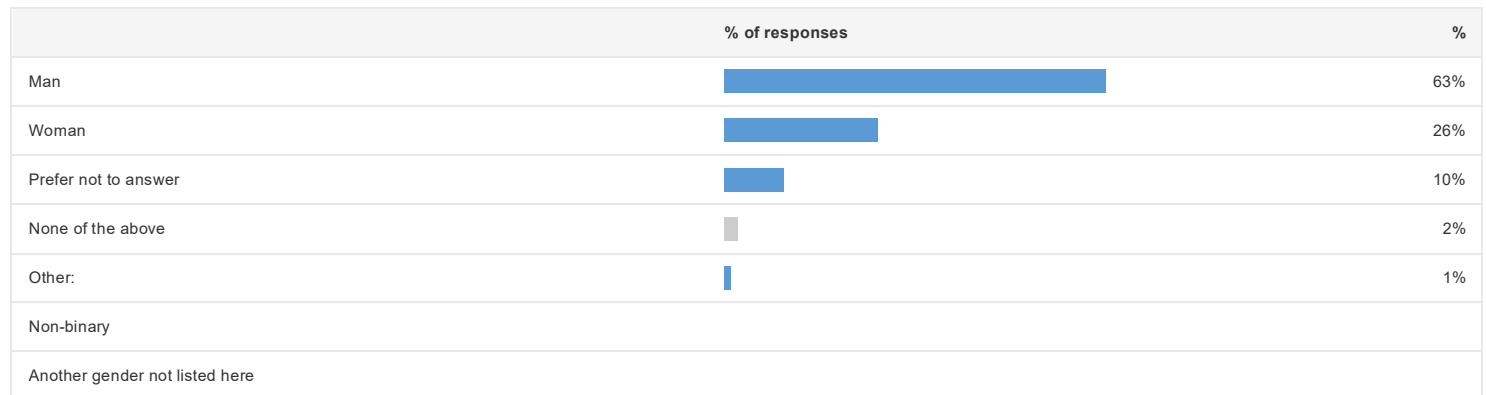
	% of responses	%
Yes		11%
No		75%
Prefer not to answer		14%

# Zoning Bylaw Review Rural Discussion Paper Survey (3)

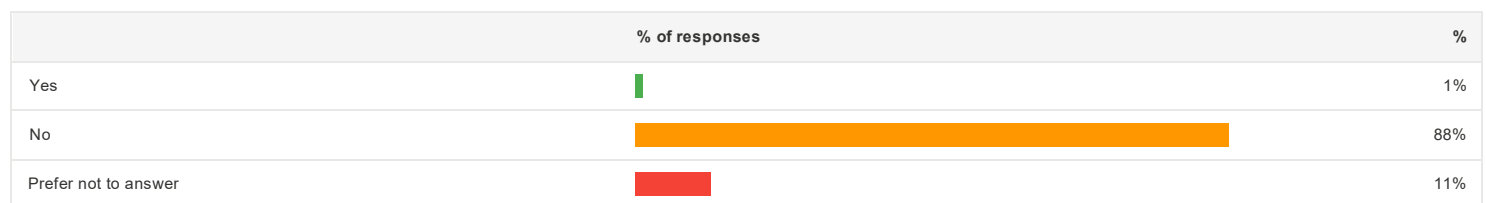
Which best describes you? Please check all that apply.



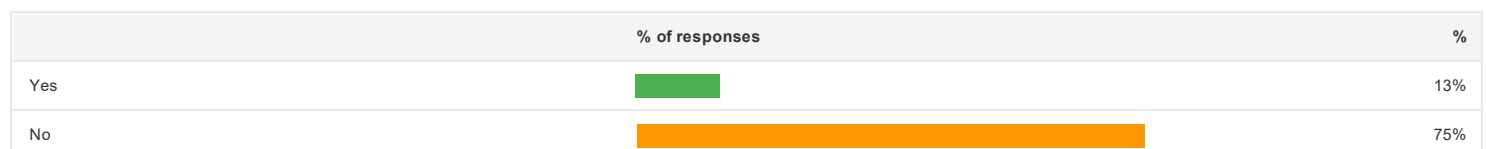
What is your gender identity?



**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Indigenous person?**



**"Persons with disabilities" are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**








Prefer not to answer




13%

### Are you a member of a visible minority group?





	% of responses	%
Yes		4%
No		82%
Prefer not to answer		13%

N 90

### Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?

	% of responses	%
Yes		3%
No		84%
Prefer not to answer		12%







### Do you identify as an immigrant, newcomer or refugee to Canada?

	% of responses	%
Yes		9%
No		79%
Prefer not to answer	 	12%





# Zoning Bylaw Review Trees Discussion Paper Survey

## Demographic Data




Which best describes you? Please check all that apply.

	% of responses	%
Home owner		77%
Renter		18%
Landlord		9%
Other		6%
Developer/home builder		1%
None of the above		1%




What is your gender identity?

	% of responses	%
Man		46%
Woman		44%
Prefer not to answer		8%
Non-binary		1%
Another gender not listed here		




**Indigenous peoples: A collective term for First Nations, Inuit and Métis peoples in Canada, used by the federal government and currently growing in popularity. Based on this definition, are you an Aboriginal/Indigenous person?**

	% of responses	%
Yes		1%
No		90%
Prefer not to answer		8%




**“Persons with disabilities” are persons who have a long-term or recurring physical, mental, sensory, psychiatric and/or learning disabilities or conditions. Based on this definition are you a person with a disability?**

	% of responses	%
Yes		14%
No		79%
Prefer not to answer		7%




**Are you a member of a visible minority group?**

	% of responses	%
Yes		5%
No		86%
Prefer not to answer		9%

**Do you identify with one or more of the terms represented by or related to the 2SLGQBTQQAI+ acronym?**

	% of responses	%
Yes		10%
No		80%
Prefer not to answer		9%

**Do you identify as an immigrant, newcomer or refugee to Canada?**

	% of responses	%
Yes		9%
No		86%
Prefer not to answer		6%