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| <p>1. New Zoning By-law – Draft 2</p> <p>Nouveau Règlement de zonage – Version provisoire 2</p> |
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Committee Recommendation(s) as amended

That Council:

1. Receive the second draft of the new Zoning Bylaw and Zoning Map for public consultation purposes;
2. Direct, with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station;
3. Direct that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated "communal parking lots" and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law;
4. Direct that staff return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and
5. Approve that, despite the above resolution (N^o 4), retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.

Recommandation(s) du comité telles que modifiées

Que le Conseil :

1. prenne connaissance de ce rapport, qui donne une vue d'ensemble de la deuxième version provisoire du nouveau Règlement de zonage et de la Carte de zonage pour les besoins de la consultation publique ;
2. directe qu'en ce qui concerne l'enjeu 4, décrit dans le document 3, de demander au personnel d'examiner une nouvelle option 4, qui limite la hauteur de plein droit des immeubles de grande hauteur dans les couloirs de rues principales dans le transect suburbain en fonction de la distance à une station de transport en commun rapide, et de procéder à des consultations sur le sujet;
3. demande au personnel d'examiner les dispositions relatives au stationnement communal de la 2^e version préliminaire du Règlement de zonage et d'élaborer une approche fondée sur les transects afin d'autoriser des « parcs de stationnement communal » privés, et de considérer le covoiturage dans les dispositions à inclure dans la 3^e version préliminaire du nouveau Règlement de zonage;
4. demande au personnel de revenir devant le comité mixte pour lui présenter la 3^e version préliminaire du Règlement de zonage révisé qui contient l'option 2 relative à l'enjeu 1, comme présenté à la page 1 du Document à l'appui 3, option prescrivant un minimum d'une place de stationnement par logement dans les zones résidentielles rurales (V1, V2 et V3); et,
5. approuve que, nonobstant la résolution précédente, les maisons de retraite, les maisons de chambre et les établissements de soins résidentiels soient exemptés de ces exigences minimales de stationnement.

For the Information of Council

The committee also approved the following directions to staff:

Direction to staff (Councillor G. Gower)

That staff be directed to review N1E zoning provisions in Stittsville area as shown in Attachment 1 below and on file with the City Clerk and determine if the zoning can be changed to N1D and report back with Draft 3 of the New Zoning By-law.

Direction to staff (Councillor C. Curry)

That staff be directed to consider the recommendations of the Heritage Conservation District Feasibility Assessment for Beaverbrook as part of preparing the final version of the new Zoning By-law.

Direction to staff (Councillor T. Kavanagh)

That staff examine the feasibility of requiring all new front yard parking and communal parking areas to incorporate permeable surface materials, such as permeable pavers, porous asphalt, or other green infrastructure solutions, in order to prevent the loss of natural drainage capacity, support stormwater management, and encourage the growth and retention of trees.

Pour l'information du Conseil Municipal

Le comité a également approuvé les directives suivantes au personnel :

Instructions au personnel (conseiller G. Gower)

Par conséquent, il est résolu de demander au personnel de revoir les dispositions de la zone N1E dans le secteur de Stittsville, comme il est indiqué dans la pièce jointe 1 ci-dessous, afin de déterminer s'il est possible de la changer pour la zone N1D, et de nous soumettre une 3^e version préliminaire du nouveau Règlement de zonage.

Instructions au personnel (conseillère C. Curry)

Que le personnel analyse les recommandations de l'évaluation de faisabilité entourant la désignation de district de conservation du patrimoine pour le quartier Beaverbrook dans le cadre de la préparation de la dernière version du nouveau Règlement de zonage.

Instructions au personnel (conseillère T. Kavanagh)

Que le personnel examine s'il est possible d'exiger que toutes les nouvelles aires de stationnement dans une cour avant ou dans un parc de stationnement de la communauté soient recouvertes de matériaux perméables, tels qu'un pavage perméable, un revêtement à enrobé ouvert ou d'autres options vertes pour lutter contre la perte de surfaces de drainage naturelles, appuyer la gestion des eaux pluviales et favoriser la croissance et la santé des arbres.

Documentation / Documentation

1. Extract of draft Minutes, Joint Meeting of the Planning and Housing Committee and Agriculture and Rural Affairs Committee, March 31, 2025.

Extrait de l'ébauche du procès-verbal, Réunion conjointe du Comité de la planification et du logement et du Comité de l'agriculture et des affaires rurales, le 31 mars 2025.

2. Report from the Director, Planning Services, Planning, Development and Building Services Department, dated March 7, 2025 (ACS2025-PDB-PS-0014).

Rapport du Directeur, Services de la planification, Direction générale des services de la planification, de l'aménagement et du bâtiment, daté le 7 mars 2025 (ACS2025-PDB-PS-0014).

**Joint Planning and Housing
Committee and Agriculture and
Rural Affairs Committee
Report 4
April 16, 2025**

**5 Comité conjoint de la planification et
du logement et de l'agriculture et
des affaires rurales
rapport 4
le 16 avril 2025**

**Extract of Minutes 4
Planning and Housing Committee
and Agriculture and Rural Affairs
Committee
March 31, 2025**

**Extrait du procès-verbal 4
Comité de la planification et du logement
et de l'agriculture et des affaires rurales
Le 31 mars 2025**

New Zoning By-law – Draft 2

File No. ACS2025-PDB-PS-0014– City-wide

Carol Ruddy, Program Manager, Zoning & Intensification, Planning, Development and Building Services (PDBS) provided an overview of the report and answered questions from the Committee. A copy of the slide presentation is held on file with the Office of the City Clerk.

The following PDBS staff were present and participated in the presentation:

- Robert Sandercott, Planner III
- Jeff Nadeau, Planner III

The following PDBS staff were also present to respond to questions:

- Vivi Chi, General Manager
- Lesley Collins, Program Manager, Heritage Planning
- Royce Fu, Manager, Policy Planning
- John Lunney, Planner III
- Derrick Moodie, Director, Planning Services
- Tim Rowe, Program & Project Management Officer

The following Motions were introduced prior to the receipt of public delegations:

Motion No. PHC-ARAC 2025-03-01

Moved by D. Brown

WHEREAS the draft Zoning By-law proposes a choice-based approach to parking space rates, allowing property owners the flexibility to provide the number of spaces they expect to meet the specific demands of a proposed development or align with their business operations; and

WHEREAS transportation alternatives to personal vehicles in Rural Villages are limited or do not exist; and

WHEREAS through public consultations on Draft 1 of the Zoning By-law comments were received about the adequacy of Rural Villages to accommodate removal of minimum parking rates because of the lack of transportation options.

THEREFORE BE IT RESOLVED that staff be directed to return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and

BE IT FURTHER RESOLVED that, despite the above resolution, retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.

Carried

Motion No. PHC-ARAC 2025-03-02

Moved by L. Johnson

WHEREAS various members of the development industry and community organizations have expressed concerns with respect to management of parking in association with new infill development in residential

neighbourhoods, and have expressed support for “communal parking lots” as one potential method of addressing these concerns; and

WHEREAS the Neighbourhood (N1-N6) zone provisions released in the first draft of the Zoning By-law include conditional permissions for privately-operated “parking lots” and “parking garages” to allow for “communal parking” to be provided; and

WHEREAS there exist potential concerns with respect to the development and maintenance of “communal parking” that would benefit from more in-depth study on a transect basis, including but not limited to the design and maintenance of such facilities and the extent to which they can support multi-unit infill development; and

WHEREAS the Official Plan prioritizes active modes of transportation such as walking, cycling and transit over off-street parking and automobile-oriented uses within the Downtown Core and Inner Urban transects.

THEREFORE BE IT RESOLVED that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated “communal parking lots” and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law.

Carried

Motion No. PHC-ARAC 2025-03-03

Moved by G. Gower

WHEREAS Stittsville residents have expressed concern with proposed height limits for high-rise buildings in the suburban transect; and

WHEREAS the Official Plan introduced a transect approach to planning to better distinguish, by context, Ottawa’s distinct neighbourhoods; and

WHEREAS “Option 3” for Mainstreet Corridor height and transition requirements recommends an as-of-right height of 90 metres beyond a 30-metre transition zone, with no distinction between transects; and

WHEREAS in the suburban transect, properties adjacent to land on Mainstreet Corridors are predominantly low-rise in character, particularly at the outer edge of the transect; and

WHEREAS Section 5.4.2 of the Official Plan encourages higher-density mixed-use environments at strategic locations close to rapid transit.

THEREFORE BE IT RESOLVED with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station.

The following Directions to Staff were also provided:

Councillor C. Curry – Heritage Conservation District Feasibility Assessment for Beaverbrook as part of preparing the final version of the new Zoning By-law

WHEREAS a Heritage Conservation District Feasibility Assessment is underway for the Beaverbrook neighbourhood; and

WHEREAS the recommendations of the Feasibility Assessment are expected to be brought to the Built Heritage Committee and Council in Q3 2025;

THEREFORE BE IT RESOLVED that staff are directed to consider the recommendations of the Heritage Conservation District Feasibility Assessment for Beaverbrook as part of preparing the final version of the new Zoning By-law.

Councillor G. Gower - Stittsville Zoning "old Stittsville"

THEREFORE BE IT RESOLVED staff be directed to review N1E zoning provisions in Stittsville area as shown in Attachment 1 below and on file with the City Clerk, and determine if the zoning can be changed to N1D and report back with Draft 3 of the New Zoning Bylaw.

Councillor T. Kavanagh – Incorporating permeable surface materials for all new front yard parking and communal parking areas

That staff examine the feasibility of requiring all new front yard parking and communal parking areas to incorporate permeable surface materials, such as permeable pavers, porous asphalt, or other green infrastructure solutions, in order to prevent the loss of natural drainage capacity, support stormwater management, and encourage the growth and retention of trees.

Staff concurred with the above Directions.

The Committee then heard from the following delegations:

1. **Nick Grover, Ecology Ottawa** expressed that the new Zoning Bylaw will encourage 15-minute neighbourhoods, minimize car use and place limits on parking maximums towards the goal of devoting more space to liveable areas and greenspace, increasing water absorption and dissipating heat. He said that a tightening up of the rules will also support long-term objectives for public transit and make transit more attractive and enticing.
2. **Robert Brocklebank and Paul Johanis, Federation of Citizens Associations (FCA)** said the FCA had engaged with city staff from the beginning, and that early engagement has led to changes in maximum building heights, density limits and additional flexibility with regard to parking. They said they recognized that some concerns cannot be addressed directly in the Zoning By-Law and expressed hope that others will be able to join in, in considering wider issues.
3. **Paul Czan, President and, Nicole Christy, CEO, Ottawa Real Estate Board (OREB)** noted that Ottawa is in middle of a housing affordability crisis in that too much of residents' income is being consumed by housing costs. Mr. Czan expressed that too few houses were being built and noted that construction times had doubled since 2016, a major contributor to housing costs and a barrier to affordability. He added that with current economic disruptions, now is a good time to address housing affordability and supply. Ms Christy said that OREB supports the processes in the draft bylaw but that it was necessary to avoid policies that present restrictions. She

encouraged Council to create a regulatory environment that allows for new housing and encourages innovation.

4. **Carolyn Mackenzie, Walkable Ottawa** expressed that a lack of affordable housing has real-life consequences for residents. She said that Walkable Ottawa is advocating for more parking types, related to different kinds of residences, in that flexible parking would allow for more, and different types of development which could still add to densification goals through a context-sensitive approach.
5. **Jason Burggraaf, Executive Director, Greater Ottawa Homebuilders Association (GOHBA)** spoke to issues related to the difference in height restrictions both inside and outside of the Greenbelt. He offered that existing heights had been adopted seemingly without justification, the result of which was a limitation on potential density of neighbourhoods inside the Greenbelt.
6. **Miguel Tremblay – FoTenn** felt that the draft By-law is trending well in its inclusion of development corridors. He felt that a more prescriptive approach would be disruptive. He expressed a desire to continue to work with staff, noting that it was important to be not overly prescriptive, which could take away opportunities for added density.
7. **Lisa Dalla Rosa, FoTenn**, thanked staff for working with the industry on a team approach. She said results had proven positive, but that some issues remained to be addressed. She suggested that overly aggressive parking restrictions could result in people using alternate modes of transportation, and that parking options were needed. She suggested that, using the example of Electric Vehicles (EVs), the City should ensure that utility providers are included in ongoing conversations, and that the City consider the issues of height restrictions should be revisited, and that the City needs to include considerations of height restrictions and rear-yard setbacks.
8. **Tony Faranda**, a resident of Rideau-Jock Ward (21) expressed opposition to increased separation distances from sand and gravel and resource areas, which had doubled in the current draft By-law. He suggested that doubling separation distances would affect landowners wishing to build on their own

properties, a factor that would be worse for the owners of smaller properties. He said that almost all affected landowners were unaware of the current proposal.

9. **Erica Shardlow, Community Associations for Environmental Sustainability (CAFES)+** spoke to a slide presentation to illustrate her organization's speaking points. A copy of this presentation is held on file with the Office of the City Clerk.
10. **Paul Goodkey**, a resident of old Ottawa East, echoed that the average resident was unaware of the changes proposed under this new By-law. He expressed surprise that the documentation did not include Community Association comments and questioned how Councillors could make their decisions if they were unaware of these comments. He the public were equally unaware of comments made by Developers. He expressed that there were many policies in secondary plans that should be implemented, and he highlighted the importance of trees and tree protection.
11. **Courtney Argue** spoke to a slide presentation to illustrate her speaking points. A copy of this presentation is held on file with the Office of the City Clerk.
12. **Wilson Wood** spoke to car-sharing initiatives and their importance in providing active transportation in addition to public transit. He suggested flexibility in parking to allow shared cars access to all zones. He praised on-street parking permits as a way to provide equity and to supply additional revenue to the City.

[Individuals / groups, as marked above, either provided comments (*) in writing or by e-mail; all submissions and presentations (+) are held on file with the Office of the City Clerk.]

The following written submission was received by, and is held on file with the Office of the City Clerk, and was distributed to Committee Members:

- Letter from Jason Burggraaf, Executive Director, Greater Ottawa Homebuilders Association (GOHBA) dated March 28, 2025

Following questions to the delegations, and to staff, and at the conclusion of Committee discussions the report recommendations were put before Committee and were 'CARRIED' as amended by Motions NOS Joint PHC-ARAC 2025-04-01, 2025-04-02 and 2025-04-03, along with the Directions to Staff as noted above.

Motion N^o Joint PHC-ARAC 2025-04-01

Moved by Councillor G. Gower:

WHEREAS Stittsville residents have expressed concern with proposed height limits for high-rise buildings in the suburban transect; and

WHEREAS the Official Plan introduced a transect approach to planning to better distinguish, by context, Ottawa's distinct neighbourhoods; and

WHEREAS "Option 3" for Mainstreet Corridor height and transition requirements recommends an as-of-right height of 90 metres beyond a 30-metre transition zone, with no distinction between transects; and

WHEREAS in the suburban transect, properties adjacent to land on Mainstreet Corridors are predominantly low-rise in character, particularly at the outer edge of the transect; and

WHEREAS Section 5.4.2 of the Official Plan encourages higher-density mixed-use environments at strategic locations close to rapid transit.

THEREFORE BE IT RESOLVED with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station.

Carried

Motion N^o Joint PHC-ARAC 2025-04-02

Moved by Councillor L. Johnson:

WHEREAS various members of the development industry and community organizations have expressed concerns with respect to management of parking in association with new infill development in residential neighbourhoods, and have expressed support for “communal parking lots” as one potential method of addressing these concerns; and

WHEREAS the Neighbourhood (N1-N6) zone provisions released in the first draft of the Zoning By-law include conditional permissions for privately-operated “parking lots” and “parking garages” to allow for “communal parking” to be provided; and

WHEREAS there exist potential concerns with respect to the development and maintenance of “communal parking” that would benefit from more in-depth study on a transect basis, including but not limited to the design and maintenance of such facilities and the extent to which they can support multi-unit infill development; and

WHEREAS the Official Plan prioritizes active modes of transportation such as walking, cycling and transit over off-street parking and automobile-oriented uses within the Downtown Core and Inner Urban transects.

THEREFORE BE IT RESOLVED that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated “communal parking lots” and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law.

Carried

Motion N^o Joint PHC-ARAC 2025-04-03

Moved by Councillor D. Brown:

WHEREAS the draft Zoning By-law proposes a choice-based approach to parking space rates, allowing property owners the flexibility to provide the number of spaces they expect to meet the specific demands of a proposed development or align with their business operations; and

WHEREAS transportation alternatives to personal vehicles in Rural Villages are limited or do not exist; and

WHEREAS through public consultations on Draft 1 of the Zoning By-law comments were received about the adequacy of Rural Villages to accommodate removal of minimum parking rates because of the lack of transportation options.

THEREFORE BE IT RESOLVED that staff be directed to return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and

BE IT FURTHER RESOLVED that, despite the above resolution, retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.

Motion N^o Joint PHC-ARAC 2025-04-03 was put to a vote and was 'CARRIED' on a division of nine 'Yeas' to four 'Nays' as follows:

Yeas (9) Councillors R. Brockington, C. Curry, L. Dudas, C. Kitts, M. Luloff, W. Lo, Vice-Chair C. Kelly, Chair D. Brown and Chair J. Leiper

Nays (4) Councillors L. Johnson, T. Kavanagh, A. Troster and Vice-Chair G. Gower

Report recommendation(s)

That the Joint Planning and Housing Committee and Agriculture and Rural Affairs Committee recommend that Council:

- 1. Receive the second draft of the new Zoning Bylaw and Zoning Map for public consultation purposes;**
- 2. Direct, with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station;**
- 3. Direct that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated "communal parking lots" and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law;**
- 4. Direct that staff return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and**
- 5. Approve that, despite the above resolution (NO 4), retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.**

Carried as amended