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## As We Heard It Report – In-Person Session

As part of the consultation on Draft 2 of the new Zoning By-law, an in-person information session was held on June 2, 2025 at Ben Franklin Place. Over 200 residents were in attendance at these sessions.

The sessions featured informative easels presenting information on Draft 2 and some of the changes introduced since Draft 1. Attendees were then encouraged to ask questions and share their thoughts with members of the New Zoning By-law team at roundtables on the following topics:

- Neighbourhoods
- Mixed-Use Zones
- Livable Communities
- Open Topics

This As-We-Heard-It report provides an overview of the themes covered during the roundtable discussions and submitted through comment cards during the session.

One of the major themes raised at the open house was the preservation of existing greenspace and the importance of providing parks and recreational amenities as residential density increases. Concerns were shared regarding the potential construction of buildings on existing parkland and the types of uses proposed to be permitted.

There was some support for increasing building heights and density permissions in residential areas, in order to accommodate higher levels of development. Some attendees expressed concern with potential implications, such as parking and traffic impacts, due to increased density in neighbourhoods as a result of new zoning changes.

Attendees generally supported introducing a greater mix of uses in many areas, including small commercial spaces in and around established neighbourhoods to increase walkability and convenience.

The table below groups the feedback from the in-person session into themes and summarizes the comments received.



## Discussion Topics

Theme	As We Heard It
Parks and Greenspace	<ul style="list-style-type: none"> <li>▪ Support for preserving parks and greenspace, especially as population density increases.</li> <li>▪ Concern with permitting buildings and non-recreational uses in parks and greenspace.</li> <li>▪ Opposition to permitting certain non-recreational uses in parks and greenspace.</li> <li>▪ Concern with the lack of woodlands and trees in suburban neighbourhoods.</li> </ul>
Intensification	<ul style="list-style-type: none"> <li>▪ Suggestion to expand Hub Zones so more properties are subject to these provisions.</li> <li>▪ Support for 15-minute neighbourhoods, including more mixed-use buildings in all areas.</li> </ul>
Neighbourhoods	<ul style="list-style-type: none"> <li>▪ Support for simplifying residential zones through the new Neighbourhood zone framework.</li> <li>▪ Support for increasing the maximum building height in all N4 zones to 14.5 metres.</li> <li>▪ Support for increasing the maximum building height in N1 and N2 zones.</li> <li>▪ Support for higher density in neighbourhoods citywide.</li> <li>▪ Concern with increased density in some neighbourhoods, including new N4 zoning in area which are currently typified by single-detached dwellings.</li> </ul>
Transportation and Parking	<ul style="list-style-type: none"> <li>▪ Support for segregated cycling infrastructure as density increases in neighbourhoods.</li> <li>▪ Concern with the removal of minimum parking rates and the impacts on traffic.</li> </ul>



## Housing

- Seeking clarity on the process for determining the location of future shelters.
- Support for permitting shelters in most zones to allow flexibility in their location.
- Concern with the provision of adequate and affordable housing citywide.

## As We Heard It Report – Virtual Sessions

As part of the consultation for Draft 2 of the new Zoning By-law, two virtual engagement sessions were held on May 29, 2025 and June 3, 2025, from 6:00 to 8:00 PM. These sessions began with a presentation outlining the project to date, explaining the updated provisions in Draft 2 of the new Zoning By-law, and discussing the additional options to be considered, as directed by Council.

Attendees were interested in the overall intent of the height transition strategy and the application of the angular plane. There was general support for increasing the permissions for mixed-use development citywide, in order to support easier access to everyday needs. In residential areas, participants shared concerns on the impact of intensification on greenspace, infrastructure, and transportation. Interest was shown in the possible introduction of communal parking lots in neighbourhoods.

This As-We-Heard-It report provides an overview of comments shared by attendees during the ward-specific virtual information session. This report includes an index of topics, an overview of each of the topics and a summary of questions organized by theme and staff responses.

### Discussion Topics

Theme	As We Heard It
Height Transition	<ul style="list-style-type: none"><li>▪ Seeking clarity on the function and application of the angular plane.</li><li>▪ Seeking clarity on the use of the angular plane in secondary plans.</li></ul>
Mixed-Use	<ul style="list-style-type: none"><li>▪ Seeking clarity on the number of employees permitted to work in a home-based business.</li><li>▪ Support for more non-residential uses in neighbourhoods and greater access to amenities in communities.</li></ul>

Neighbourhoods	<ul style="list-style-type: none"> <li>▪ Concern with providing appropriate housing for aging populations.</li> <li>▪ Seeking clarity on the process of converting the existing residential zones to the new Neighbourhood framework.</li> <li>▪ Support for increasing N4 heights to 14.5 metres citywide.</li> <li>▪ Seeking information on coach house permissions and the ability to create additional dwelling units on a property.</li> <li>▪ Seeking clarity on the maximum permitted density and maximum building heights in Neighbourhood zones.</li> </ul>
Housing	<ul style="list-style-type: none"> <li>▪ Questions and concerns regarding the definition of “shelter” and the approval process for new shelters.</li> </ul>
Intensification	<ul style="list-style-type: none"> <li>▪ Seeking clarification on the City’s growth management strategy and density targets.</li> <li>▪ Concern with traffic and vehicle access for new high-rise buildings.</li> <li>▪ Concern with infrastructure capacity as neighbourhood density increases.</li> <li>▪ Support for transit-oriented development.</li> <li>▪ Request for additional transportation options and greenspace to accompany increased density.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>▪ Questions regarding communal parking, including the possible configuration and location of these lots.</li> <li>▪ Seeking clarification on front yard parking provisions, including where it will be permitted.</li> </ul>

## Administrative Items

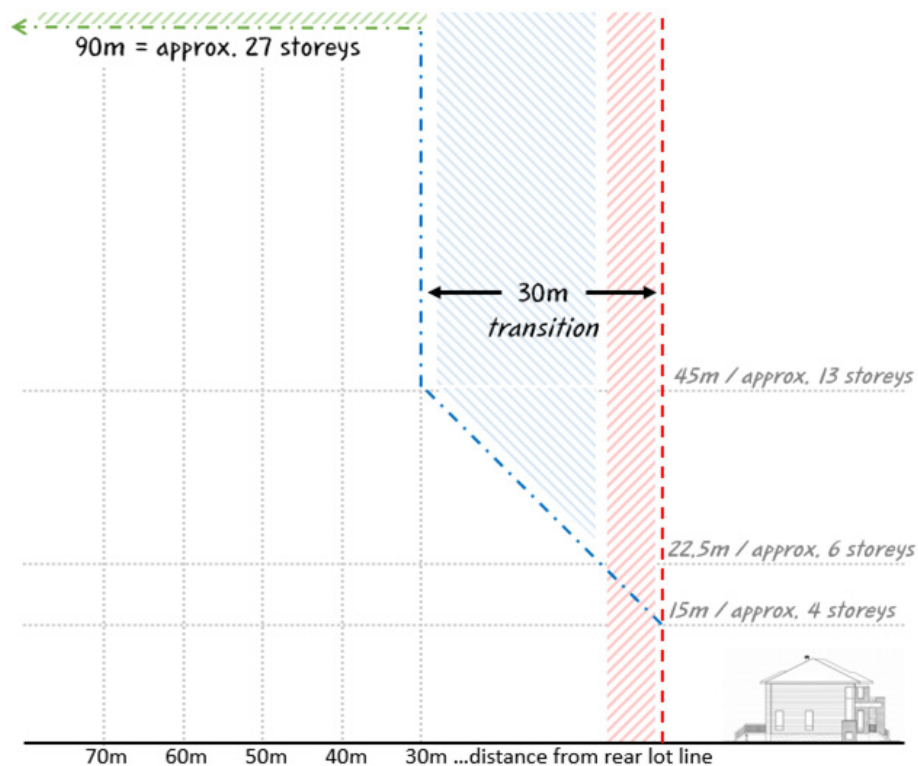
- Seeking clarification on the City's response to Bill 17.
- Seeking clarification on the relationship between the Zoning By-law, provincial planning policies and regulations, and the Ontario Land Tribunal.
- Requesting information on the exceptions review process.
- Desire to see the new Zoning By-law completed and approved more quickly.

**Question:**

Please clarify how the height transition strategy works. For Hub zones, it says no part of a building may project above a 45-degree angular plane measured from a height of 15 metres above any lot line shared with an abutting N1-N4 zoned lot. What does that mean?

**Response:**

The Official Plan directs that height transition should be guided generally by the application of an angular plane, which is also based on the premise that height is more impactful to an adjacent property the closer it is. By that logic, more distance should equate to more acceptable height, and it is for these reasons that the zoning strategy makes lot depth the primary determinant of building height. An angular plane makes it possible to scale building height gradually according to lot depth.



	<p>Instead of drawing a 45-degree angular plane (the dotted blue line) from ground level at the rear lot line (the dotted red line), Option 3 of the height transition strategy presents a 45-degree plane from the rear lot line at a height equivalent to the planned (four-storey) context in abutting Neighbourhoods, which generally translates to 15 metres.</p>
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<b>Question:</b>	<p>For Minor Corridor 1 Zone (CM1), Table 906(h)(ii) notes for any area greater than 10 metres away from a lot line abutting N zones, a 20-metre maximum height is permitted and for areas up to and including 10 metres from a lot line abutting N zones, a 15-metre maximum height is permitted. Does this mean that one building can have different heights and the part that is 10 metres and under away from the lot line will be 5 metres shorter than the rest of the building that is 10 metres away from the lot line?</p>
<b>Response:</b>	<p>These provisions are intended to create a “stepback” in the height of the building in proximity to the applicable lot line, most likely the rear lot line as CM zones typically back onto Neighbourhood zones. This provision will permit approximately six storeys for most of the building, but the back part within 10 metres of the lot line is limited to approximately four storeys.</p>

<b>Question:</b>	<p>15-minute neighbourhoods and residential-exclusive zoning don’t mix. How can we bridge that gap and get 15-minute neighbourhoods in places where community services and amenities may not currently be permitted to build?</p>
<b>Response:</b>	<p>By implementing Official Plan policies, the new Zoning By-law is gradually introducing more non-residential permissions to areas that have historically been exclusively residential. For example, the creation of the Minor Corridor Zone will permit mixed-use development on more streets in neighbourhoods and mainly residential areas.</p>

<b>Question:</b>	R2-zoned areas currently allow 6 units per lot as a result of recent changes to provincial legislation through Bill 23. Why did the presentation state that the new Zoning By-law will allow 4 units per lot?
<b>Response:</b>	<p>The new Neighbourhood Zones, which are meant to accommodate a range of residential uses, are proposed to permit a maximum of four units per lot in the N1 Zone, the lowest density residential zone. The N2 and N3 zones also have maximum unit limits of six units and 10 units, respectively. N4, N5, and N6 zones do not have maximum unit limits.</p> <p>These are maximum densities and development in any N zone does not need to reach the maximum density permitted. While it's still permitted to develop a lot with a single detached and semi-detached dwelling (one or two units), four units are permitted on any serviced residential lot.</p>

<b>Question:</b>	For a 3-storey apartment building with 8 units in an N3 zone, would one or two sets of stairs be required?
<b>Response:</b>	The need for one or two sets of stairs in a residential development is regulated by the Ontario Building Code, not the new Zoning By-law.

<b>Question:</b>	Is the Algonquin Station Secondary Plan Study separate from the Official Plan? Will it affect building heights and land uses in the area boundary?
<b>Response:</b>	<p>The Algonquin Station Secondary Plan is a separate process from the new Zoning By-law. The new Zoning By-law will bring forward the existing zoning within the study area into the new Zoning By-law. When the development of the Algonquin Station Secondary Plan concludes, the new Zoning By-law will be updated to implement the approved secondary plan policies.</p> <p>You can visit the <a href="#">Algonquin Station Secondary Plan on Engage Ottawa</a> for more information and to engage through that planning process.</p>

<b>Question:</b>	Why do adjoining neighbourhoods have different zoning (ie one goes from R1 to N1 and the other goes from R1 to N2)?
<b>Response:</b>	<p>The existing residential zones were converted to the proposed Neighbourhood zones through a process described in <a href="#">Document 10</a> of the Draft 1 report. This conversion depends on several factors, including which Transect a neighbourhood is located in and whether a street is in the interior of a neighbourhood or if it is subject to the Evolving Neighbourhood Overlay (ENO).</p> <p>The ENO has been applied to properties in proximity to a Hub or Mainstreet zone or a rapid transit station. Properties subject to the ENO have received a higher density N zone than nearby properties that are in the interiors of neighbourhoods.</p>

<b>Question:</b>	How does this zoning take into account the ability of the neighbourhood infrastructure (roads, water, sewer, etc) to accommodate N2 related growth?
<b>Response:</b>	<p>While the new Zoning By-law does not regulate infrastructure improvements, there are several City policies and plans which do. The Infrastructure Master Plan has examined the probable levels of intensification within Neighbourhoods and has identified new projects or programs to address capacity issues.</p> <p>Generally, there is currently excess capacity in older neighbourhoods as the population in these areas has decreased from when they were originally designed.</p>

<b>Question:</b>	What can we do in N1 suburbs to get mixed use development? With low impact businesses and/or small apartments, for example.
<b>Response:</b>	<p>Within the N1 Zone, a variety of home-based businesses are permitted. These businesses can introduce some non-residential uses in neighbourhoods and help provide a mix of uses.</p> <p>The Official Plan introduced the Minor Corridor designation in neighborhoods throughout the city. The new Zoning By-law introduces a new CM - Minor Corridor zone, to implement the policies for the Minor Corridor designation and introduce new permissions for the retail stores and services needed for the day-to-day needs of residents on streets that run through neighbourhoods.</p>

<b>Question:</b>	<p>I have a question concerning coach house provisions. Currently, a one-storey coach house is the only form permitted given the maximum height of 3.2 meters. This basically excludes apartment garages (garage on ground floor and apartment on second floor). In the urban transect, it seems that owners have to make a choice between having a coach house or a garage because a second floor is not as of right. Is this correct?</p> <p>Additionally, will all two storey coach houses only be considered through an application to the committee of adjustment?</p>
<b>Response:</b>	<p>Section 701(7)(b) of Draft 2 allows a two-storey coach house (i.e. above a garage) but only in the rural area. This is due to space constraints on urban lots and the ability to regulate privacy concerns.</p> <p>The Official Plan explicitly limits the maximum height of coach houses to one storey and states that adding a second storey is intended to be subject to Committee of Adjustment approval.</p>

<b>Question:</b>	I just want to ask about the zoning of Blackburn. Blackburn Hamlet, built in the same timeframe and style and builders of Orleans, and much closer to Orleans, was categorized an N2 and not N1. Blackburn does not have major roads or other infrastructure like a more urban neighbourhood might and with restricted roads in and out. In its look and feel, like its design, it resembles a suburban environment. Is there a possibility that its zoning be reconsidered to mirror Orleans.
<b>Response:</b>	Staff will take this comment back for review. For context, in the Official Plan Blackburn Hamlet is within the Outer Urban transect, as opposed to the Suburban Transect, and this is where the proposed zoning of N2 as opposed to N1 is drawn from in Drafts 1 and 2.

<b>Question:</b>	What non-residential uses are possible in N2 and N3 (office, bakery, etc.)? I can't seem to find anything except in relation to N5 and N6.
<b>Response:</b>	<p>Section 301 provides the provisions for home-based businesses, which can provide a mix of uses in Neighbourhoods. This is the main mechanism for non-residential uses in the N1-N4 Zones.</p> <p>Minor Corridor and Neighbourhood Mixed-Use Zones also help bring non-residential use closer to Neighbourhoods.</p>

<b>Question:</b>	While I do understand the economy of residential density, what are the plans for improved transportation accommodations in areas that aren't well served by transit?
<b>Response:</b>	A review of transportation is currently occurring through the Transportation Master Plan. Please visit Engage Ottawa to find information on that plan and how to provide feedback.

<b>Question:</b>	Do secondary plans need to follow one of the options for height transition? The Lincoln Fields Secondary Plan didn't apply the angular plane rule/guideline.
<b>Response:</b>	<p>Secondary plans are not bound by zoning and aren't required to comply with the existing zoning within the plan boundary. The zoning for an area subject to a secondary plan will be updated following the approval of the plan to match the plan's policies.</p> <p>Most recent secondary plans use a similar approach to height transition by applying the angular plane. In the Lincoln Fields Secondary Plan, an angular plane was applied to the land use changes along Edgeworth Avenue as an example.</p> <p>Many secondary plans predate the new Official Plan (OP) and/or this height transition approach. For the purposes of the new Zoning By-law, the local and specific direction in a secondary plan overrides the general direction in the OP.</p>

<b>Question:</b>	What is the depth of the red diagonal line, shown in each of the height transition documents? I.e., in option 3, what rear yard setback would be required for a 6-storey building?
<b>Response:</b>	The vertical red line denotes the rear lot line and the red hatched lines represent the rear yard setback. While conditions may vary, the rear yard setback for a 6-storey building on a Mainstreet would typically be 6-7.5 metres.

<b>Question:</b>	Had it been considered to condense the 6 Neighbourhood Zones of N1-6 down to just 3 zones? For instance, R1-2 down to just N1, R3-4 to N3, R5-6 down to just N5. Why are there so many different zones, is it really necessary to be that prescriptive in so many different segments?
<b>Response:</b>	<p><a href="#">Document 10 of the Draft 1 report</a> provides an overview of the process of converting 140+ existing Residential zones and subzones to the new Neighbourhood zone network.</p> <p>While the new Zoning By-law is form-based and has moved away from typology-based residential zoning, differences in lot width and setback requirements are still necessary to set standards for general massing and built form of new development. The provisions in the new Neighbourhood zones are meant to reflect the current built form of existing neighbourhoods while increasing permissions within the general footprint and massing that is currently permitted.</p>

<b>Question:</b>	Based on the proposed transition standards for high-rise development, could Claridge's 45 storey Icon on Carling Avenue be built today?
<b>Response:</b>	<p>Under the Planning Act, landowners are permitted to submit an application to amend the official plan and zoning by-law for their specific site.</p> <p>Although a new Official Plan is in place and the Zoning By-law is being updated to reflect these policies, applications to request amendments are still expected. This project is an example of the kind of “exceptionally tall” tower that should require more review and not be permitted as-of-right through the new Zoning By-law.</p>

<b>Question:</b>	It was mentioned that there are more mixed-use areas being permitted in neighbourhoods, but that is not the case where I live in Convent Glen North. Corner stores would be an incredible breath of fresh air. How can we get more mixed-use development in this area?
<b>Response:</b>	<p>Jeanne d’Arc Boulevard, which runs through this area, is designated Minor Corridor in the Official Plan, which is intended to accommodate higher density development and a greater degree of mixed-use development. While Jeanne d’Arc Boulevard is a Minor Corridor, few of the properties on this street in the Convent Glen area are proposed to be zoned Minor Corridor due to the suburban lot pattern with many lots backing onto Jeanne d’Arc Boulevard as opposed to fronting onto the street.</p> <p>St. Joseph Boulevard is zoned Mainstreet Corridor and will continue to provide a mix of uses in the area.</p>

<b>Question:</b>	If a reduction of the 30 metre setback for high-rise buildings is implemented ( <a href="#">Issue 5, Option 4</a> ), would the City enforce a requirement of deeply affordable units built using the extra space for units?
<b>Response:</b>	<p>Municipalities do not have the legal authority to require affordable housing outside of Protected Major Transit Station Areas, which are identified through the Official Plan. For these areas, the provision of affordable units is capped at 5%.</p> <p>The City is currently undertaking a process to implement this through Inclusionary Zoning.</p>

<b>Question:</b>	What is the mechanism to ensure that there is adequate per capita park space and more greenspace for increased populations nearby new density and development?
<b>Response:</b>	There are two main mechanisms: the update of the <a href="#">Parks and Recreation Facilities Master Plan</a> ; and <a href="#">Parkland Dedication</a> requirements for eligible applications under the Planning Act. However, within most intensification projects there is no space on a site to dedicate lands for parks. In these cases, <a href="#">cash-in-lieu of parkland</a> may be provided so that collectively a new park could be built within the Ward from which the cash-in-lieu is collected.

<b>Question:</b>	One of the impacts of high-rise buildings near low-rise areas is sun access. Could people who are affected by this be compensated for that impact, either with the option to sell or just compensation for losing that resource?
<b>Response:</b>	This issue is outside the scope of the Zoning By-law review and what can be regulated through zoning. There is no current legal authority under Provincial legislation in relation to this kind of compensation.

<b>Question:</b>	Will the new Zoning By-law integrate road widening information? If not, where can we see this information?
<b>Response:</b>	The new Zoning By-law does not regulate municipal road widening projects. Schedule C16 of the Official Plan is the Road Classification and Rights-of-Way Protection schedule, that designates the ultimate width identified for roads that are intended to be widened in the future.

<b>Question:</b>	Will the City Transportation plan ensure that transit is properly funded to actually serve the transportation needs of these intensified neighbourhoods?
<b>Response:</b>	Council will ultimately select the priority projects to receive funding and implement the Transportation Master Plan (TMP). Please visit Engage Ottawa to find more about the TMP and the process.

<b>Question:</b>	Can you re-confirm that the secondary plan overrules or takes priority over the official plan?
<b>Response:</b>	Secondary plans form part of the Official Plan. However, where there may be a conflict, the specific policies of a secondary plan are applied over the more general principles of the Official Plan.

<b>Question:</b>	Is it possible to create a definition table for the public to view specifying building height areas (N1, N2, N3, N4, N5, N6) in metres in each category in addition to how many stories high a potential building can be in each scenario? I am not very knowledgeable in determining how tall a building is in metres.
<b>Response:</b>	Thank you for this comment and suggestion. Staff will look into developing this sort of reference document.

<b>Question:</b>	I've learned that in a Minor Corridor zone, a business can have up to 3 employees. What if I have more than 1 business in the building?
<b>Response:</b>	<p>A commercial business in a Minor Corridor zone does not have a limit on the number of employees permitted to work there.</p> <p>The home-based business (HBB) provisions in Section 301 propose to limit the number of employees permitted to work at a single HBB, including an HBB located in a residential unit in a Minor Corridor zone. If located in a Hub, Minor Corridor or Mainstreet Corridor, the maximum is three. In all other zones, the maximum is two.</p>

<b>Question:</b>	Can you discuss shelters and the new Zoning By-law?
<b>Response:</b>	<p>The Official Plan includes housing policies in Section 4 that direct the new Zoning By-law to permit a broad range of housing choices, including shelters, residential care facilities, retirement homes, rooming houses and group homes. The Zoning By-law provides those broad permissions, in accordance with those policies. An amendment was recently approved by City Council to permit shelters in urban zones across the city, ahead of the new Zoning By-law, and those permissions are in effect.</p>

<b>Question:</b>	As stated in Section 1 of the Official Plan: "This Official Plan will take us to the year 2046, but it also seeks to set the stage for the city to reach a population of 2 million." Is the Zoning By-law aimed at a population of 2 million and does that explain the significant densification provided in the new Zoning By-law?
<b>Response:</b>	<p>The Zoning By-law is implementing the projected growth in the Official Plan to 2046, being 92,000 dwellings for 400,000 new residents, through intensification. Much of this has been directed in the Official Plan through the Hub, Mainstreet, and Minor Corridor designations, and Secondary Plans that also provide growth direction, such as adjacent or in proximity to a transit station.</p> <p>The Zoning By-law is also implementing recent legislative changes under the Planning Act to permit 3 dwellings in a single-detached, semi-detached, or townhouse that has municipal services.</p> <p>The Zoning By-law is also proposing to permit a minimum of 4 dwellings on all municipally serviced residential lots in accordance with the City's Housing Accelerator Fund agreement with the Canadian Mortgage and Housing Corporation.</p> <p>These various pieces of legislation and directions from different levels of government influence the permissions proposed in the new Zoning By-law.</p>

<b>Question:</b>	We should be planning for our aging population – stairs can be difficult for this population. 4 stories means an elevator is too expensive. What is the argument for 4 stories and shorter vs 6 stories and shorter?
<b>Response:</b>	In the N4 Zone, 4 storeys is the maximum height permission, not a requirement. In addition, a 4 storey building would include dwellings that are located at the ground level that are more suitable to assist with mobility, and dwellings on higher levels could be for other segments of the population.

<b>Question:</b>	Will you adjust downward (decrease) all setbacks set out in the new Zoning By-law to take into account the automatic minor variance of 10% that is about to be imposed by the provincial regulation soon to be enacted? Will you do the same adjustment for height and lot coverage, that will also eventually be subject to a 10% automatic minor variance set out in the same provincial regulation?
<b>Response:</b>	<p>With the current proposed wording of Bill 17, pre-emptively decreasing setbacks or increasing maximum building heights by 10% in Draft 3 of the new Zoning By-law means that they would be eligible for an additional 10% reduction or increase after the new Zoning By-law is in effect.</p> <p>As this proposed change is not in effect, no changes are contemplated at this time.</p>

<b>Question:</b>	<p>What was the rationale for a 5.6 metre minimum lot width for vertically attached units in Neighbourhood subzone B? This is an increase in lot width when compared to townhouses in all current R4 zones.</p> <p>This means townhouses cannot be built on a standard 15-metre-wide lot. The result is going to be mostly two very large semis being built on 15-metre-wide lots, and apartment buildings.</p> <p>Does this not go against the new OP, which pushes for missing middle family sized housing?</p>
<b>Response:</b>	<p>When converting the existing 140+ Residential zones and subzones into the new Neighbourhood zone framework, staff attempted as much as possible to include the most permissive standard with respect to lot requirements e.g. if a series of zones in Zoning By-law 2008-250 allows a range of minimum lot widths and is proposed to be zoned a specific zone, the intent was to take the lowest minimum and apply it to that new zone.</p> <p>These provisions are still under review and any feedback regarding discrepancies with respect to a particular zone is appreciated.</p>

<b>Question:</b>	Would Site Plan Control be required for 8 townhouse lots with 2 additional units per townhouse, for a total of 24 units?
<b>Response:</b>	Site Plan Control is required for developments with 11 or more dwellings.

<b>Question:</b>	Why does staff feel an 11 metre maximum building height limit is preferable in core neighbourhoods over 14.5 m. I live in a neighbourhood with tons of new multi-unit development that is 3.5 storeys and it works great with the surrounding homes and creates more housing options. Why would 4.5 storeys be a problem.
<b>Response:</b>	<p>The Official Plan directs that generally 3 storeys be permitted in Neighbourhoods and 4 storeys be permitted “where appropriate”.</p> <p>One of the issues staff are seeking feedback on through the Draft 2 consultations is the conversion of current R4 Zones to the proposed N4 Zones, particularly the maximum building height. <a href="#">Options 1 and 3 for Issue 3</a> would set a 14.5 metre maximum height for all properties zoned N4 citywide.</p> <p>Staff will take this feedback into consideration.</p>

<b>Question:</b>	Since one of the rationales for this zoning update is a simplification exercise, why are so many exceptions already being planned (for example, having variations in height limits within a given “N” designation)?
<b>Response:</b>	<p>The Official Plan permits a range of heights in Neighbourhoods. The Evolving Neighbourhood Overlay policies that apply in the parts of neighbourhoods that are close to Hubs and Mainstreets direct the Zoning By-law to allow higher heights and densities, while the policies for the interiors of neighbourhoods direct the Zoning By-law to address existing built form context within the neighbourhood, and therefore generally reflect a form that is similar to what is permitted under the current Zoning By-law.</p> <p>In these areas, specific rules for height, included in H suffixes in the zone code in the current Zoning By-law, were carried forward in the draft Zoning By-law, to respect those building heights, in accordance with the policies in the Official Plan. The variations in height are a result of Official plan policies to allow higher heights closer to intensification areas, and to respect existing building permissions in the interiors of neighbourhoods.</p> <p>The conversion of the current R4 zone to the new N4 zone, including maintaining existing height suffixes limiting heights to 11 metres in some areas, is presented as <a href="#">Issue 3 in Document 3</a> of the Draft 2 report.</p>

<b>Question:</b>	Would a resident be permitted to convert an existing structure (ie a large shed) into a 4th dwelling unit, assuming the structure wouldn't adhere to coach house setbacks, but would adhere to rear yard accessory building setbacks. This seems to be a bit of a loophole that should be addressed.
<b>Response:</b>	An existing structure, converted to include a dwelling unit, would still need to comply with applicable zoning, i.e. for accessory buildings or for coach houses. Accessory buildings are not permitted to contain a dwelling unit, so the scenario described would not be permitted.

<b>Question:</b>	<p>How was N3 determined to replace R1 in Evolving Neighbourhood Overlay areas in the Inner Urban transect? Is there a calculation used, or simply "bumped up" more than otherwise would be under the draft?</p> <p>Similarly, how was the B subzone determined for these same areas, rather than A or C subzones?</p>
<b>Response:</b>	<p>The conversion process is described in <a href="#">Document 10 - Neighbourhood (N1-N6) Zones and Provisions</a> of the Draft 1 report. This document describes both the process for assigning primary zones and subzones, both in the Evolving Neighbourhood Overlay and the interiors of neighbourhoods. The table on page 20 sets out N Zone conversions for each Transect.</p>

<b>Question:</b>	How do Neighbourhood Zone provisions apply in rural villages?
<b>Response:</b>	The Neighbourhood Zones are only applied in the urban area. Five Village Residential Zones regulate the residential uses in rural villages.

<b>Question:</b>	Who will approve the shelters to be added into communities in Ottawa. Before shelters are approved will there be public consultations?
<b>Response:</b>	New development is subject to the Development Review process through which a project is assessed for compliance with the Official Plan and Zoning Bylaw, as well as for specific site layout and design related issues via Site Plan Control.

<b>Question:</b>	Please explain what type of facility is included in Micro-Distribution Facility in Section 310. Would Dymon and U-Hall storage facilities, with their ultra bright interior lighting that is very visible, be permitted in Neighbourhood zones?
<b>Response:</b>	<p>“Micro-distribution facility” means premises used for the temporary storage and distribution of transient goods and includes a post office. This use was previously called “click and collect”.</p> <p>Self-storage facilities would fit into the “warehouse” use, which is not permitted in Neighbourhood zones.</p>

<b>Question:</b>	Can the very broad definition of 'shelters' be changed?
<b>Response:</b>	Council previously gave direction to staff to review the definitions for shelter and residential care facility in the Zoning By-law to accord with definitions in Housing-related policies in the Official Plan. That work is underway and findings will be presented in Draft 3.

<b>Question:</b>	When will the exceptions from the current Zoning By-law 2008-250 be processed? Most exceptions are shown as 'under review' in Draft 2.
<b>Response:</b>	Work on transitioning the exceptions into the new Zoning By-law is ongoing. A strategy is being developed to ensure current development rights are maintained until such time as all exceptions are reviewed.

<b>Question:</b>	Does the new Zoning By-law incorporate any tools to protect Ottawa's city planning over the interests of the Provincial Policies or the ability of the Ontario Land Tribunal (OLT) to overrule this Zoning By-law?
<b>Response:</b>	These issues are beyond the scope of a zoning by-law. The Provincial Planning Statement (PPS) is generally the over-riding planning instrument in Ontario and all planning decisions must be consistent with this document. The ability of the OLT to make a decision on an appeal is established under provincial legislation and the new Zoning By-law cannot remove the ability of the OLT to make such decisions.

<b>Question:</b>	Does the zoning By-law include regulations on traffic loads on side streets for access to parking for tall buildings?
<b>Response:</b>	The Zoning By-law provides regulations about the dimensions/characteristics of driveways and garage accesses, but it does not govern traffic. These issues would be addressed through site plan control and reviewed in detail through a Transportation Impact Assessment, by transportation planners and engineers.

<b>Question:</b>	Will height suffixes currently listed in Draft 2 for a Minor Corridor zone likely remain or is this still under review for finalization?
<b>Response:</b>	Generally, existing height suffixes, which limit the maximum building height on a lot to a certain measurement in metres, are intended to be carried forward if they are tied to current policy, or they grant additional permissions compared to the draft Zoning By-law and removing the height suffix would constitute a downzoning, as this is not permitted.

<b>Question:</b>	Would planners consider a Neighbourhood Parking Lot on a property without a house?
<b>Response:</b>	The communal parking provisions currently require a communal parking lot, which is intended to be a parking lot used by those who do not live on the property, be located on a residential property. However, communal parking options are still being considered.

<b>Question:</b>	Will front yard parking continue to be prohibited?
<b>Response:</b>	<p>Front yard parking provisions are introduced in Section 604 – Location of Parking. Existing front yard parking spots established as of September 30, 2007 are proposed to be permitted as they existed on that date.</p> <p>In Neighbourhood Zones outside of the Downtown Core Transect, the draft By-law proposes to permit one parking space in the front yard. This is subject to a number of conditions, such as the requirement to incorporate the entire space on private property and not on the right-of-way.</p>

<p><b>Question:</b></p>	<p>To my understanding, one of the principles of this zoning update is equity. However, it seems like most of the densification is still concentrated on major corridors. This means that more people will be concentrated on these streets, which are noisier and more dangerous.</p> <p>Why aren't we taking the same approach as British Columbia and increasing density within 800 metres of a rapid transit station (e.g., Train station) and 400 metres of a bus exchange to allow for Transit Oriented Development and equity?</p>
<p><b>Response:</b></p>	<p>In the Official Plan, the higher levels of intensification and growth are contemplated around Hub and Corridor designations. Gentler forms of intensification, such as missing middle housing, are planned for the Neighbourhood designation.</p> <p>The areas zoned Hub in Draft 2 are mainly around large transit stations, while Mainstreets and Minor Corridors are also generally located along transit service lines. In planning to accommodate growth, the new Zoning By-law is proposing many of the same strategies that other municipalities across North America, including in British Columbia, are enacting regarding locating growth around transit.</p> <p>Many secondary plan areas are located around transit stations that include transit-oriented development principles, including not only increased height and density of buildings in the area, but also providing and improving connections between the transit station and existing neighbourhoods.</p>

## COMMENTS

<b>Comment:</b>	I disagree with treating Suburban neighbourhoods differently than Outer Urban neighbourhoods.
<b>Comment:</b>	When the transects were designated we were not told that this would have such a significant impact on future zoning discussions. Blackburn Hamlet roads are already seeing the impact of intensification and there are hundreds of more units either approved or under construction. How can the City justify N2 zoning when they know the roads in this neighbourhood have no room for expansion or even a roundabout at the main intersection?
<b>Comment:</b>	I'm in Convent Glen North just outside the Greenbelt. N1 is such a boring zone to be the only legal option. More density being made legal (with all the normal considerations of course) along with low impact businesses would help so much with the feeling of absolute car dependency here.
<b>Comment:</b>	If you want to be compliant with the OP, it sets out a vision of 15MNH. It does not say that you can only go to 15MNH conditional on a planner deeming a minor corridor appropriate. Why not open up mixed use zoning (by suffix or whatever) and then if businesses and service-providing institutions survive so much the better.
<b>Comment:</b>	At a meeting with Councillor Glen Gower, he indicated that staff felt that some proposals for neighbourhood parking lots would be appropriate but others may not be appropriate. The FCA resolution covers this concern by requesting staff consider if "neighbourhood parking lot" as a use within residential zones might be permitted. I would support that staff should review requests for parking lots in other zones to assess if the proposal meets the standard of enhancing the neighbourhood. These standards include providing parking lots to assist in meeting target densities, providing parking during street parking ban for snow clearing, and providing a place for parking until public transportation improves to meet community requirements. This provides staff the opportunity to provide a report which may recommend supporting or excluding a neighbourhood parking lot in a location for which there is an application.

<b>Comment:</b>	It is expensive to service a site for residential use just to provide neighbourhood parking especially if parking is on an interim basis. Planners may not see a need today, but the new Zoning densities may produce a need for Parking near the area generating the need for parking
<b>Comment:</b>	Just a comment, but I strongly support the lack of parking requirements! It was done in Kitchener last year, and I don't believe there have been any issues.
<b>Comment:</b>	Love this motion (Removing all H suffixes) - supports missing middle housing and simplicity!



## As We Heard It Report – Youth Consultation

As part of the consultation for Draft 2 of the new Zoning By-law, materials and activities were developed to engage youth in the zoning by-law review process. It is important to learn what's important to youth and how zoning can respond to the challenges of the future. Their perspectives on community issues are critical in refining the new Zoning By-law.

This As-We-Heard-It report provides an overview of comments, questions and reflections shared by youth, students, and educators, including activities they have completed. This report includes an index of topics, an overview of each of the topics and a summary of questions organized by theme and staff responses.

### Ottawa Youth Council - City Smarts: Navigating Ottawa with Confidence Workshop

On April 26, 2025, the Zoning Team held a workshop as part of Youth Ottawa's Ottawa Youth Council (OYC) curriculum. The objective of the workshop was for youth to gain a deeper understanding of urban planning principles, sustainable development, and community building. The workshop included a presentation on the basics of urban planning, the City's Official Plan, and the new Zoning By-law, and a hands-on activity to help youth develop practical skills in planning and problem-solving, and enhances understanding and knowledge retention.

By using Draft 2 of the new Zoning By-law, the youth had to design a land use plan and determine what is or is not permitted, how high your buildings can be built, how much parking is required, and landscaping you would need to provide. The workshop also provided a forum for young people to voice their opinions and ideas, potentially influencing local urban planning policies.

### Examples of Youth Work

With the youths' own personal, education and professional backgrounds, they thought critically about opportunities for the site and the key drivers of change such as population growth, pressures from the housing market, and existing and planned re-urbanization of the area. The youth thought beyond of the requirements of the activity, considering factors such as potential funding opportunities, methods to generate profit, and creating developments that would support housing, employment and tourism.



## Curriculum Materials for Schools and the City Building Competition

Curriculum materials and five potential activities have been created to be integrated into the new Grade 9 Exploring Canadian Geography curriculum (CGC1W). These The activities include a guided walking tour, understanding residential lot pressures, a visioning exercise, designing a future neighbourhood plan, and engaging in empathy mapping and role playing. Ottawa's new Zoning By-law project directly aligns with all the strands in the new curriculum by:

- **Enhancing learning:** Zoning By-law project can enrich academics through project-based learning and engage students in a real-world municipal policy making;
- **Building essential skills:** activities will foster global citizenship, innovation, critical thinking, problem solving, digital literacy;
- **Providing valuable insights:** topics will cover the natural and built environment, spatial relationships, density and population growth, climate change, land use, and sustainable development; and
- **Highlighting career paths:** materials and activities can promote careers in urban planning, urban design, real estate, public administration, etc.

Additionally, the new Zoning By-law project can also provide practical examples that support Grade 10 Civics and Citizenship course (Open, CHV2O) and Grade 12 Geography courses (World Issues: A Geographic Analysis, CGW4U, and World Geography: Urban Patterns and Population Issues, CGU4M). These activities can be revised and adapted to be integrated into these courses as well, and be supported by resources such as policies, discussion papers, and interactive maps found on [Engage Ottawa](#) to support the proposed curriculum. The full curriculum proposal can be found [here](#) and all activities can be found on [Engage Ottawa](#) under "Resources for Schools & Educators".

With the support of OPH liaisons, this was presented to the Ottawa Catholic School Board at the Professional Development Day and several educators with Conseil des écoles publiques de l'Est de l'Ontario. To incentivize participation, a competition was held where the educators would have their class participate in one or more activities for a chance to win a class pizza party. Each activity equals one submission. Thank you to all the classes who made a submission and congratulations to the winning class.

## Comments Received

At the end of the curriculum, it was encouraged for students to complete a 300 to 500-word reflection and have them think critically about their communities, the challenges they may have faced in their community or doing the activities, and the types of change they would want to see in Ottawa. These reflections are found below.



## 1) Curriculum and Activities

Theme	As We Heard It
Curriculum	<ul style="list-style-type: none"> <li>• This unit was fun, interesting, and taught me that geography is more than just maps, it's about people, planning, and the future.</li> <li>• Throughout the unit I learned about: built and natural environments, land usage, land usage planning, urban problems, and sustainable cities. I learned the difference between built and natural environments. I learned all about the different land use such as: residential, transportation, commercial, institutional and much more. I also learned how these land uses interact with each other and I was able to use this new found knowledge and apply it to my future neighbourhood assignment.</li> <li>• I learned a lot about how neighbourhoods are made and how people plan them. I didn't know there was so much to think about when building a place to live. Now I understand how important things like space, roads, parks, homes, schools, and stores all work together to make a good neighbourhood that people enjoy living in.</li> <li>• I learnt that it is quite complicated to plan a neighborhood that accompanies everyone and supports the 15-minute rule. I have taken that there are many factors that come along with preparing a neighborhood for the public. With factors such as food availability and employment, it is quite hard to support everybody. When planning a city, there should not be a huge jungle of concrete throughout. Concrete can create a hotter environment due to how it absorbs heat.</li> <li>• I've learned lots of things like how we need to be planning for what the future will look like with a very large population that will keep growing. Also, about how much parking space we have, meaning that we rely on cars too much and do not have enough bike paths or sidewalks. We looked at how we can allow more families to live on a space of land, which could mean that we have to make more town homes or even more condos or apartments</li> </ul>
Residential Lot Pressures	<ul style="list-style-type: none"> <li>▪ It showed me how tricky it is to fit everything into a small space. It made me realize how hard it is for planners and builders to make good choices.</li> </ul>



<b>Visioning Exercise</b>	<ul style="list-style-type: none"> <li>The visioning exercise helped me come up with ideas and plan things out before starting.</li> </ul>
<b>Future Neighbourhood Plan</b>	<ul style="list-style-type: none"> <li>My favourite part of the unit. I liked drawing my own neighbourhood and choosing where everything would go. It helped me think creatively and also think about what makes a good place to live.</li> <li>The Physical Neighbourhood Model was really fun. I enjoyed building it and seeing our design come to life. It was cool working with my hands and using materials like paper, cardboard, and markers. The final write-up helped me reflect on everything I learned.</li> <li>I learned how to make a functioning neighbourhood. I had made maps of cities and neighbourhoods before, but never to this extent. I never had to make 3D maps before, and I had never had to think about what building went where, or why I did this. This project allowed me to have a deeper understanding of how actual neighbourhoods are built and the planning behind them. Due to the fact that this was not an individual project, I also learned how to better communicate my ideas.</li> <li>When I had planned my neighborhood, I made sure that I included all of the essential things that people would need such as institutional buildings and transportation. My team has even included a subway and more bike lanes for easier transportation. We had many schools and nearby grocery stores for an easier and faster way to get to educational buildings and so that nobody had a food desert. In the centre of the neighborhood, there was the commercial area where people could go around for things such as entertainment or shopping centres since there are not as many here in riverside south.</li> <li>Another fun part of the unit was the assignment where we could plan a future neighbourhood ourselves in a group. We had to decide where the green spaces, homes, stores, and industrial areas would go, and we colored blocks to place in the areas for what they would be used for. It definitely made me aware of how zoning affects how people live. We also had to make the neighbourhood walkable, like the city's plan for 15-minute neighbourhoods. That means putting houses, parks, schools, and shops all nearby so residents won't need a car constantly. It was cool to see how much planning went into creating a good neighbourhood. This assignment showed me how city planning</li> </ul>



makes a difference, and zoning makes for a better way of life and the environment.

## 2) Zoning

### Comment

My understanding about the new by-law has expanded a lot after doing the neighborhood planning project. I learnt about how placing important buildings and zones in specific places can impact an entire neighborhood. Small details on the blueprint can benefit the neighborhood by tons, examples can be things such as bus stations or even where greenspace is placed. Before doing this entire unit, I did not know that zoning even existed but now, after I have taken this unit, I am so educated about it that I could possibly explain it to someone who does not understand it

### Comment

City planning is quite complicated and it is very hard to make sure that everyone can be included in the 15 minute plan but I am positive that when I was planning my neighborhood everyone would have an equal opportunity.

### Comment

I learned that urban planning is more about matching the needs of people rather than picking where houses, stores, and factories should be placed.

### Comment

I discovered that Ottawa's new zoning by-law wants the city to become more dense and have more mixed communities. This means there will be more apartments, 613 flats, and businesses clustered near each other, making Ottawa a more walkable city. The city of Ottawa is also trying to create 15-minute neighbourhoods. 15-minute neighbourhoods are neighbourhoods where people can walk to anything they need in 15 minutes or less, some examples include schools, stores, and parks.

### Comment

Another interesting fact I discovered is that zoning affects the price and availability of homes. Intensification means adding homes and buildings in



	existing city areas instead of building on new land. This makes houses cheaper and more available.
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<b>Comment</b>	I also have a much better understanding of how zoning and planning decisions are made. I used to think that the government made all of these decisions, but I later learned that these decisions involve public consultations and submissions from residents.
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<b>Comment</b>	Before learning about the new zoning by-law, I thought city planning just meant choosing where to put buildings, like houses or stores. But now I learned that city planning is way more. It's about making sure neighbourhoods are good places for everyone to live, with homes, parks, roads, and even places to walk or ride bikes. The new zoning by-law in Ottawa taught me that more homes can be built in one place, like 8 or even 12 on a single piece of land, and different kinds of buildings, like houses and small apartments, can be mixed in the same area. In the end, I learned that the new zoning bylaw is trying to make Ottawa a better place to live for the younger kids of this awesome city.
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<b>Comment</b>	At first I didn't think that zoning by laws were very important, but after I took a closer look I came to the realization that without zoning by laws the city could be in absolute chaos!
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## Examples of Student Work

From the "Future Neighbourhood Plan Activity", in groups, students designed what their ideal neighbourhood would look like.



Future Neighbourhood Plan



Future Neighbourhood Plan







## As We Heard It Report – Project Inbox

This As-We-Hear-It report provides an overview of comments sent to the new Zoning By-law Inbox at [newzoning@ottawa.ca](mailto:newzoning@ottawa.ca). This report includes an index of topics, a summary of feedback for each topic, and a bullet-point list of main points. This report summarizes comments received from March 20, 2025 to June 30, 2025. Approximately 480 detailed submissions were sent to the Inbox during that time period. Site-specific questions or feedback are not included in this report.

### Index

Page	Topic
1	Neighbourhood Zones
2	Mixed-Use Zones
3	Parking
4	Driveways
5	Trees
6	Institutional, Recreation and Greenspace Zones
7	Rural Zones
8	Public Consultation



## Overview of Topics

### 1) Neighbourhoods

Residents expressed broad support for intensification within existing urban boundaries rather than outward expansion. Several emails suggested allowing low-impact commercial uses in higher-density neighbourhoods and suburban areas to support walkability and local economic activity. Concerns were raised about the potential impacts of removing density caps in certain zones, including the risk of exceeding growth targets and placing strain on existing infrastructure and green spaces. To support intensification in areas with limited transit access, suggestions included permitting small-scale parking lots in residential zones and reducing minimum lot widths and front yard setbacks. Feedback on building heights and transitions varied. Some supported increasing height permissions in suburban N1 and N2 zones to 11 metres, while others preferred retaining the current 8.5-metre limit in inner urban areas. Concerns were also raised about the introduction of high-rise buildings in traditionally low-rise neighbourhoods and the absence of finalized design guidelines, which some felt made it difficult to evaluate proposed changes.

Additional comments included requests for reduced side yard setbacks to accommodate carports or garages, smaller floor area allowances for non-residential uses in NMU zones, and more community consultation prior to the establishment of shelters. The importance of diverse housing options and context-sensitive planning was a recurring theme throughout the feedback. For some area specific comments, please refer to the corresponding section in the table below.

Theme	As We Heard It
Intensification	<ul style="list-style-type: none"> <li>▪ Support of four units per lot citywide.</li> <li>▪ Suggestion that commercial use should be allowed in neighbourhoods with higher density to make shops and cafes easily accessible for residents of those communities.</li> <li>▪ Support of intensification rather than expansion.</li> <li>▪ Concern that introduction of zones without density caps may exceed growth targets and strain existing amenities and greenspace.</li> <li>▪ Suggestion to permit “neighbourhood parking lots” in residential zones to support intensification in areas with poor transit.</li> <li>▪ Suggestion to allow low-impact mixed-use upzoning throughout the suburban transect to support small, hyperlocal businesses.</li> <li>▪ Concern about large single-family homes replacing existing ones, often removing mature trees and altering neighbourhood character.</li> </ul>



Theme	As We Heard It
General Neighbourhood Comments	<ul style="list-style-type: none"> <li>▪ Suggestion to build tall buildings in urban areas first and then build the “missing middle” in existing low-rise neighbourhoods</li> <li>▪ Request for engagement and consultation with surrounding community associations before establishing a shelter in the area.</li> </ul>
Neighbourhood Built Form Standards (Setbacks, Height, Design Standards, Yard Requirements)	<ul style="list-style-type: none"> <li>▪ Support for increasing the heights in N1 and N2 zones to 11 metres.</li> <li>▪ Request to retain N1 and N2 zone building heights at 8.5 metres in inner urban transects.</li> <li>▪ Suggestion to significantly reduce minimum lot widths and minimum front yard setbacks.</li> <li>▪ Support of diverse housing options as they create an interesting neighbourhood and should not be stifled with too-low height restrictions.</li> <li>▪ Concern that absence of finalized design guidelines makes it difficult for residents to assess the impact of zoning changes.</li> <li>▪ Concern about reduced lot sizes as backyards are becoming smaller.</li> <li>▪ Concern about introduction of high-rise buildings in traditionally low-rise neighborhoods.</li> <li>▪ Support of Option 2 to Increase height permissions for N1 and N2 zones in the Suburban Transect to 11 meters and retain N1 and N2 zone building heights at 8.5 meters in other transects.</li> <li>▪ Suggestion to apply N5 zoning to some existing R4 zones and to maintain the maximum building height of 11m.</li> <li>▪ Worry about the lack of density maximums in N4 zones.</li> <li>▪ Request that a much smaller floor area for non-residential uses be developed for residential buildings in the NMU zone.</li> <li>▪ Request for distance for construction from the property line to be reduced from 1500cm to 30cm. Often the 1.5m does not allow for a side carport or garage, which is becoming a necessity for many.</li> </ul>



Theme	As We Heard It
<b>Comments about Specific Areas</b>	<ul style="list-style-type: none"> <li>▪ Concern about densification and allowance of up to 6 stories in Alta Vista (Heron Road, Kilborn Avenue, Pleasant Park Road, and Smyth Road).</li> <li>▪ Concern about the existing infrastructure and more density being proposed in Blackburn Hamlet. Suggestion that the area should be zoned N1.</li> <li>▪ Request to zone CentrepoinTE park as Greenspace to prevent new development in the park.</li> <li>▪ Concern about the designation of CM1 for Sunnyside Avenue between Bronson Avenue and Bank Street due to existing traffic and speeding issues.</li> <li>▪ Concern about the proposal to allow unlimited units on lots in Wellington West neighbourhood.</li> </ul>
<b>By-law Wording</b>	<ul style="list-style-type: none"> <li>▪ Support of the shift to Neighbourhood (N) zones and consolidation of commercial zones is much clearer way than the previous by-law structure. The suffix system (A–F) to reflect different contexts is smart and should help with implementation.</li> <li>▪ Request to clarify the definition of an active entrance.</li> <li>▪ Request to clarify the definition of a rooming house.</li> <li>▪ Request to clarify the definition of a shelter.</li> <li>▪ Request to add provisions that explain how the Evolving Neighbourhood Overlay is applied.</li> </ul>



## 2) Mixed-Use Zones

Residents expressed interest in expanding the diversity of land uses within neighbourhoods, suggesting improvements like permitting small commercial businesses at intersections of collector or arterial roads across all zones. Concerns were raised about increased development along Minor Corridors compared to earlier drafts, with potential impacts including higher traffic volumes, noise, and speeding. Some residents supported maintaining the 30-metre setback for high-rise towers adjacent to low-rise areas to mitigate these effects, while others recommended improving transition rules.

There were also calls to expand Hub zones around all LRT stations, with larger radius and increased height permissions. Conversely, some residents supported limiting high-rise development on suburban Mainstreets, such as Innes Road, where rapid transit is not available within 400 metres. Some feedback included concerns about high-rise buildings affecting solar panel performance and plants. Technical suggestions included revising how mezzanines are counted toward building height and maintaining the current angular plane measurement starting point at 7.5 metres from the lot line, rather than at the lot line itself.

Theme	As We Heard It
Uses	<ul style="list-style-type: none"> <li>Request to see more diversity of uses in some parts of neighbourhoods. Giving owners or infill developers the ability to build 2-3 storey small apartment buildings with retail shops on the main floor would be so nice and would make it possible to walk to local amenities, of which we have effectively none within walking distance.</li> <li>Request to permit small commercial businesses at the intersection of two collector or arterial roads in ALL zones.</li> </ul>
Density	<ul style="list-style-type: none"> <li>Concern about greater development along Minor Corridors compared to Draft 1.</li> <li>Concerns about more traffic, more noise and speeding on Minor Corridors as a result of more development.</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>Request to maintain the 30m setback for high-rise tower placement from abutting low-rise areas.</li> </ul>



Theme	As We Heard It
Height	<ul style="list-style-type: none"> <li>▪ Support of the revised transition rules for building heights, but there could still be concerns over massing and shadow impacts from new infill. Suggestion to add explicit standards for side and rear yard transitions or setbacks when building multi-unit housing adjacent to low-rise homes.</li> <li>▪ Suggestion that the Hub zones should be at all LRT station, with a larger area/radius and there should be much greater height allowances than currently given.</li> <li>▪ Support of the motion to limit the height of high-rise buildings on Mainstreets in suburban areas like Innes Road, especially where there is no BRT or LRT within 400 metres.</li> <li>▪ Concern about highrises affecting the work of solar panels.</li> <li>▪ Suggestion to include a provision in the current by-law update that allows for future consideration of a “Sky Credits” system.</li> <li>▪ Suggestion to alter how mezzanines are counted toward building height.</li> <li>▪ Caution against the change that has been made that now positions the starting point for the angular plane measurement for the MS1 and CM1 zones at the lot line, instead of from 7.5 metres from inside the lot line, as in the current bylaw.</li> </ul>



### 3) Parking

Several residents supported the removal of parking minimums citywide, viewing it as a forward-looking approach aligned with sustainable urban development. Others, however, emphasized the need for a minimum of one parking space per residential unit. Concerns were raised that eliminating minimums could lead to increasing on-street parking, complicating winter maintenance and reducing accessibility. To address this, some recommended that neighbourhood parking lots be developed with sufficient capacity for both residents and service vehicles, such as moving trucks.

The concept of communal parking lots received mixed feedback. While some supported it as a flexible and market-driven solution, others called for clearer parameters regarding size, location, and management to avoid unintended impacts. Suggestions included extending communal parking to areas within 400 metres of LRT stations without park-and-ride facilities, and implementing secure, resident-only access systems with maintenance funded through user fees. In suburban areas, residents requested that parking space limits not be imposed and that small-scale parking facilities be permitted in residential zones to support intensification. Additional recommendations included retaining small parking pads for drop-off purposes.

Regarding bicycle parking, some residents noted that the current 0.5-metre width requirement per bike is excessive, particularly for affordable housing projects, where space constraints and regulatory processes can create barriers. Finally, there was a recommendation to restrict new drive-through facilities to arterial roads in suburban and rural areas, with limitations on lane numbers and a requirement for entrances to face public streets.



Theme	As We Heard It
<b>Parking Minimums</b>	<ul style="list-style-type: none"> <li>▪ There is a need for parking sufficient for a minimum of one (not the proposed .75) vehicle for each unit and additional visitor parking at the rate of one parking spot for every 4 units.</li> <li>▪ Support for the removal of most parking minimums. However, the concept of communal parking lots in neighbourhoods needs clearer parameters (e.g., size limits, management conditions) to avoid unintended impacts.</li> <li>▪ Support for the removal of all parking minimums city-wide.</li> <li>▪ Not including minimum parking provision pushes vehicles to streets, creating issues with inappropriate parking and creating difficulties with winter plowing. Suggestion that each building should include on-site parking or there must exist neighbourhood parking lots that are suitable for winter storm parking and able to accommodate expected vehicle volume. Additionally, each building must include sufficient space to park moving truck or van so when people are moving they are not blocking the street.</li> <li>▪ Recommendation to remove the requirement for a residential building on the same lot as a parking facility, provided appropriate controls are in place (e.g., lighting, secure access).</li> <li>▪ Worry that developers will provide adequate parking.</li> </ul>
<b>General Comments on Parking</b>	<ul style="list-style-type: none"> <li>▪ Request not to limit the number of parking spaces in suburban areas.</li> <li>▪ Suggestion to allow parking facilities in selected residential areas as a practical response to intensification and limited on-street parking.</li> <li>▪ Suggestion that a non-residential parking abutting a residential zone should require opaque screening to prevent the car's headlights from flooding the residential yard.</li> <li>▪ Suggestion to reconsider the reductions in the maximum parking rates proposed in proximity to transit proposed in Draft 2, and align these rates with the rates being sought through ongoing development applications within the City.</li> <li>▪ Suggestion that flexibility offered for EV in Section 611 (6) and (7) could be expanded to protect emerging approaches to EV charging provision that achieve the objectives of the Official Plan and Zoning By-law.</li> <li>▪ Concern about increased demand for on-street parking in areas with existing restrictions (e.g., 1-hour limits), potentially leading to more pressure on the by-law enforcement.</li> </ul>



Theme	As We Heard It
Communal Parking	<ul style="list-style-type: none"> <li>▪ Support of the communal parking idea that is proposed by the City. The free market will dictate whether a PUD makes sense or not to have a communal parking. Suggestion that the communal parking should also be extended to all the area within 400m to a LRT station where park and ride is not provided by the City. This will encourage the citizens to use public transportation.</li> <li>▪ Request to extend this permission to single buildings, to encourage space sharing and reduce the asphalt and concrete space occupied by parking spaces.</li> <li>▪ Support of the potential to create shared parking areas as that will help to make the city more sustainable.</li> <li>▪ Recommendation to implement secure, resident-only access to neighbourhood parking via electronic gate and transponder system, with monthly fees covering maintenance and amenities.</li> <li>▪ Proposal to retain small parking pads at new residential units for drop-off, with primary parking located in a centralized facility.</li> </ul>
Bike Parking	<ul style="list-style-type: none"> <li>▪ Bike parking requirement for 0.5m width per bike is more than required, hence wastes valuable space in development. The bike width parking causes difficulties for affordable housing projects because it may be expensive, and requesting minor variance is a long process that uses time and money as well.</li> </ul>
Drive-through	<ul style="list-style-type: none"> <li>▪ New drive-through facilities should be restricted to arterial main streets in the suburban transect and arterials in the rural villages and they should be limited to a single lane. The entrance of any drive-thru (along with all commercial buildings) should always be on the public street.</li> </ul>



## 4) Driveways

Several residents provided input on the storage and parking of trailers and recreational vehicles (RVs) on residential properties. There was a general request to permit trailers in driveways, provided they are set back at least 0.6 metres from the road and do not encroach on sidewalks or curbs. It was noted that double-width driveways can typically accommodate trailers safely, especially as side and rear yards are increasingly limited in size or unavailable.

Additional suggestions included allowing broader permissions for parking in exterior side yards and front yards, subject to design guidelines that regulate the width, number, and placement of parking spaces. Clarification was also requested in the zoning language to specify how trailer length requirements are to be measured.

Theme	As We Heard It
Driveways	<ul style="list-style-type: none"> <li>▪ Suggestion that trailers should be permitted in driveways provided there is adequate space, and it sits 0.6m back from the road. Double-width driveways can safely accommodate a trailer. Concern that side yards and backyards are not feasible for most people especially as they become increasingly small or eliminated entirely.</li> <li>▪ Request for a broader permission for exterior side yard and front yard parking, with the appropriate design guidance and restrictions on width, number of spaces and location.</li> <li>▪ Request to add “exclusive of bumper and hitch” to clarify trailer length requirements.</li> <li>▪ Request to permit residential home owners to store a personal RV Trailer in the laneway during the summer months (May-Sept). So long as the vehicle does encroach into a sidewalk or curb.</li> </ul>



## 5) Trees

Citizens emphasized the importance of preserving mature trees and greenspace within urban development. Mature trees were identified as critical assets for improving air quality, reducing urban heat island effects, managing stormwater runoff, and contributing to climate change mitigation. There was a recommendation to strengthen landscape requirements and to consider implementing minimum tree planting standards for new developments. These measures were seen as necessary to offset the environmental impacts of increased density and built form. Residents also suggested that shadow impact studies be required to assess the effects of new developments on sunlight availability for adjacent properties.

Theme	As We Heard It
Trees	<ul style="list-style-type: none"> <li>▪ Emphasis on the importance of trees and preserving greenspace.</li> <li>▪ Emphasis on the preservation of Mature Trees: Mature trees are essential for cleaning the air, reducing urban heat, mitigating stormwater runoff, and combating climate change.</li> <li>▪ Suggestion that a shadow impact study that assesses the effect of developments on sunlight availability for surrounding properties should be considered when determining the allowed building height. Significant and long-lasting shadows could completely block sunlight, impact lawns and also affect homes with solar panels, dramatically reducing their efficiency.</li> <li>▪ Recommendation to strengthen landscape requirements or explore tree planting minimums for new developments.</li> </ul>



## 6) Institutional, Recreation and Greenspace Zones

Residents emphasized the importance of protecting parks and greenspace within the zoning framework. There was a suggestion to designate most parks as Greenspace to ensure their long-term preservation and to prevent development on existing parkland. Several residents suggested that zoning regulations for parks should account for park size, with specific provisions tailored to different scales. In particular, it was proposed that the Recreation (REC) zone include a minimum park size threshold before permitting additional land uses.

Theme	As We Heard It
Parks	<ul style="list-style-type: none"> <li>▪ Suggestion that all parks should be designated as Greenspace.</li> <li>▪ Concern about development on the territory of existing parks.</li> <li>▪ Request to clarify the definition of a shelter.</li> <li>▪ Suggestion that zoning for parks should take park size into consideration.</li> <li>▪ Suggestion that REC zone should include a minimum park size before allowing other uses.</li> </ul>

## 7) Rural Zones

Theme	As We Heard It
Rural Zones	<ul style="list-style-type: none"> <li>▪ Request to permit automobile sales and services in Rural Zones.</li> <li>▪ Request to establish a 500m minimum setback to a new quarry from existing housing.</li> </ul>



## 8) Public Consultation

Citizens provided several recommendations aimed at improving the accessibility and clarity of the planning and consultation process. This included organizing the proposed by-law content into separate documents by section, rather than a single comprehensive PDF, to improve navigation and usability. While the combination of online tools and in-person workshops was generally well received, some found the materials difficult to understand, particularly for those unfamiliar with zoning terminology.

Theme	As We Heard It
Public Consultation	<ul style="list-style-type: none"> <li>▪ Suggestion that each section of the By-law should be its own document instead of a one big PDF.</li> <li>▪ Request for a shorter online consultation that is easier to follow.</li> <li>▪ The combination of online tools (interactive map, 3D digital twin) and in-person workshops is positive. However, the information can still be difficult for residents unfamiliar with zoning. Suggestion to prepare more plain-language, ward-specific fact sheets (“What Draft 2 Means for Your Area”) and to expand targeted outreach to underrepresented groups such as youth, renters, and newcomers.</li> <li>▪ Suggestion that Transition Provisions should have shorter timeline.</li> <li>▪ Suggestion to provide reader-friendly summaries of key issues, or at least indicate where those are located among the provided links.</li> <li>▪ Concern about the length and complexity of the planning process.</li> </ul>

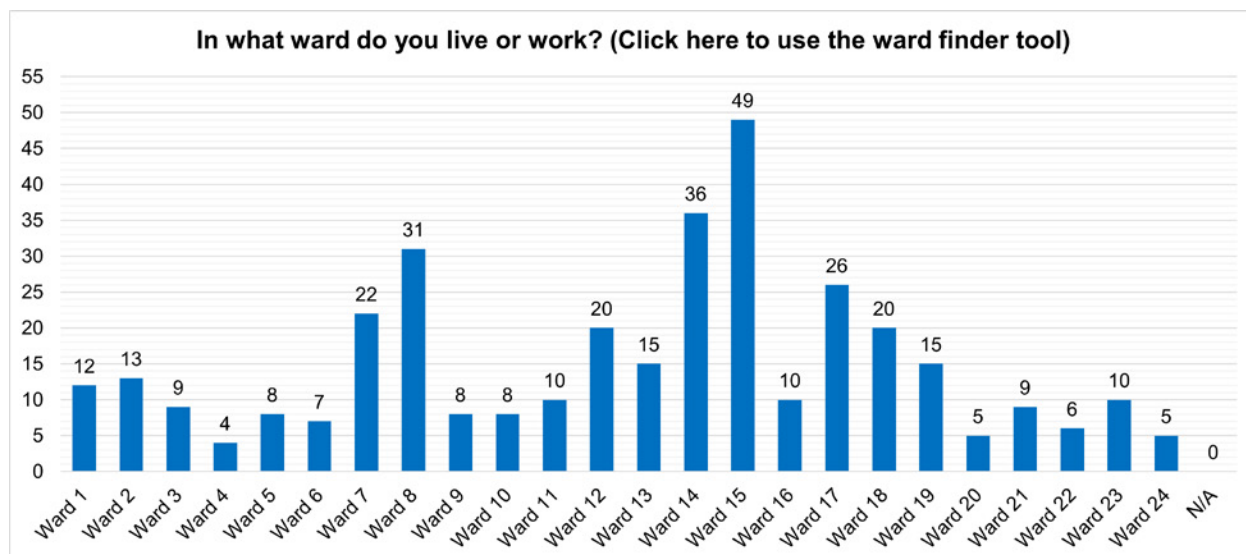
## As We Heard It Report – Draft 2 Survey

As part of the Draft 2 consultation for Ottawa's new Zoning By-law, the City conducted a public survey to gather feed back [key issues](#) identified during Draft 1 consultation and motions passed by Council in April 2025. The survey aimed to deepen our understanding of residents' perspectives on proposed zoning changes, particularly those related to building height, transition from tall buildings into neighbourhoods and intensification near transit corridors.

The survey was open and available from June 16 to July 11, 2025. A total of 373 survey submissions was received. The feedback collected will directly inform Draft 3, scheduled for release on September 8, 2025.

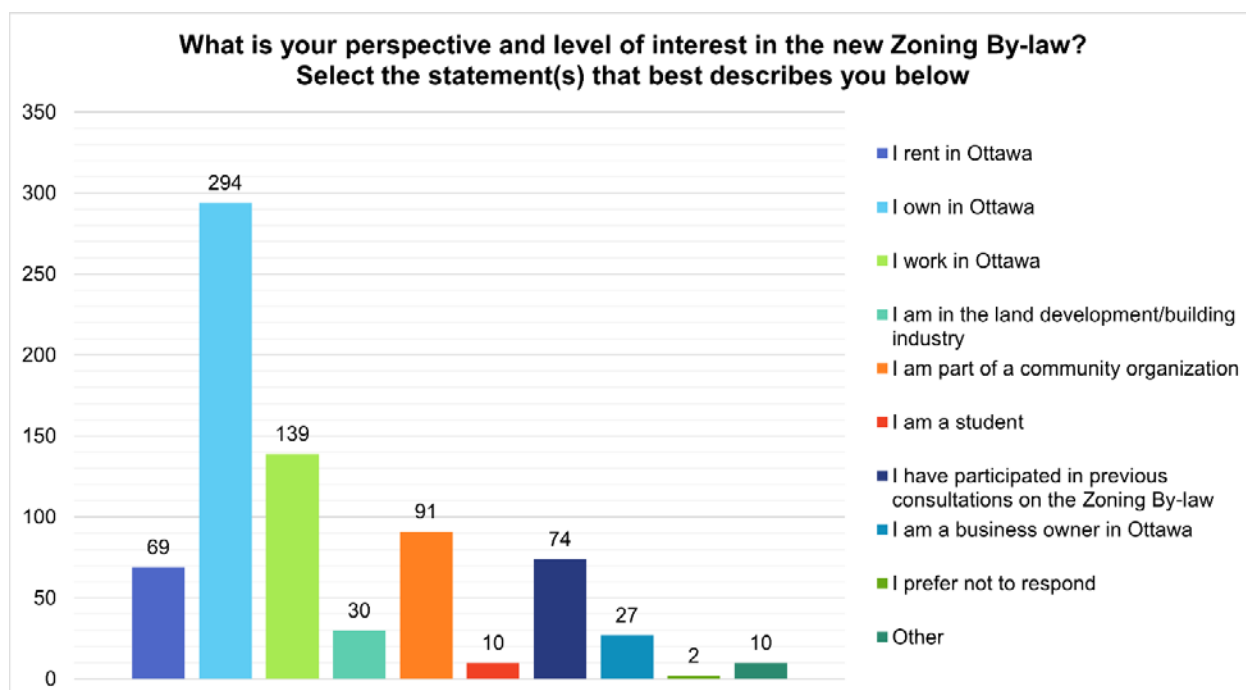
## General Questions

### 1. In what ward do you live or work?



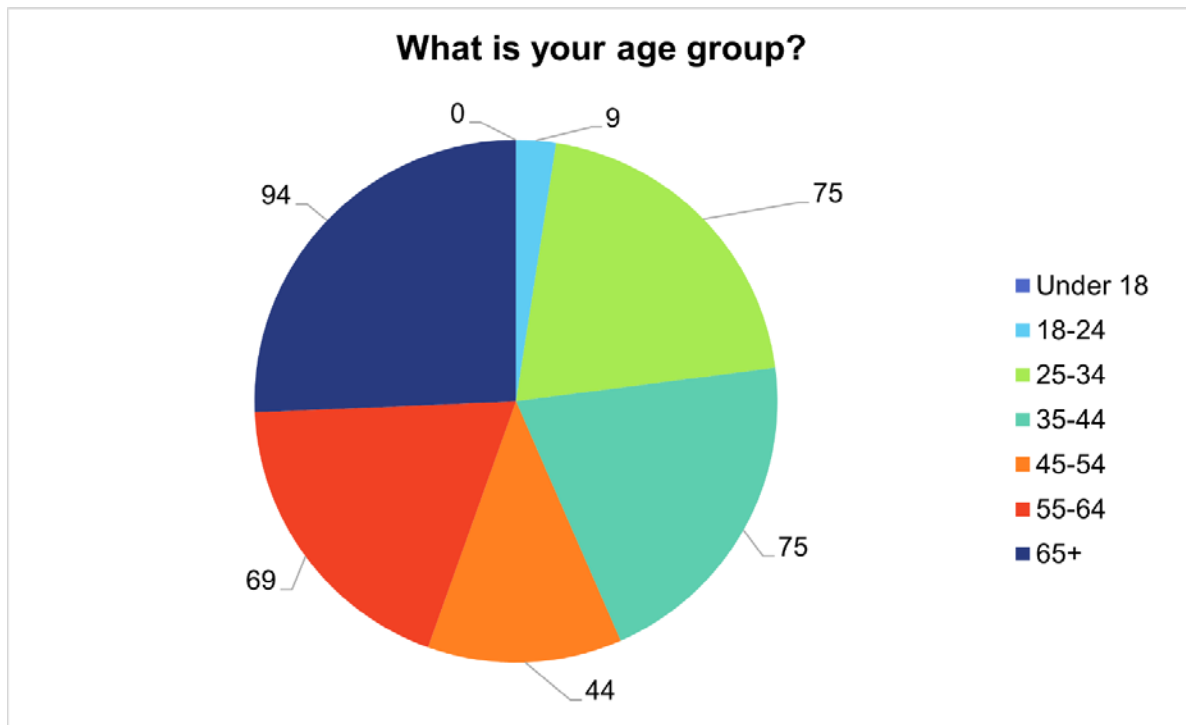
n = 358 responses

### 2. What is your perspective and level of interest in the new Zoning By-law? Select the statement(s) that best describes you below.



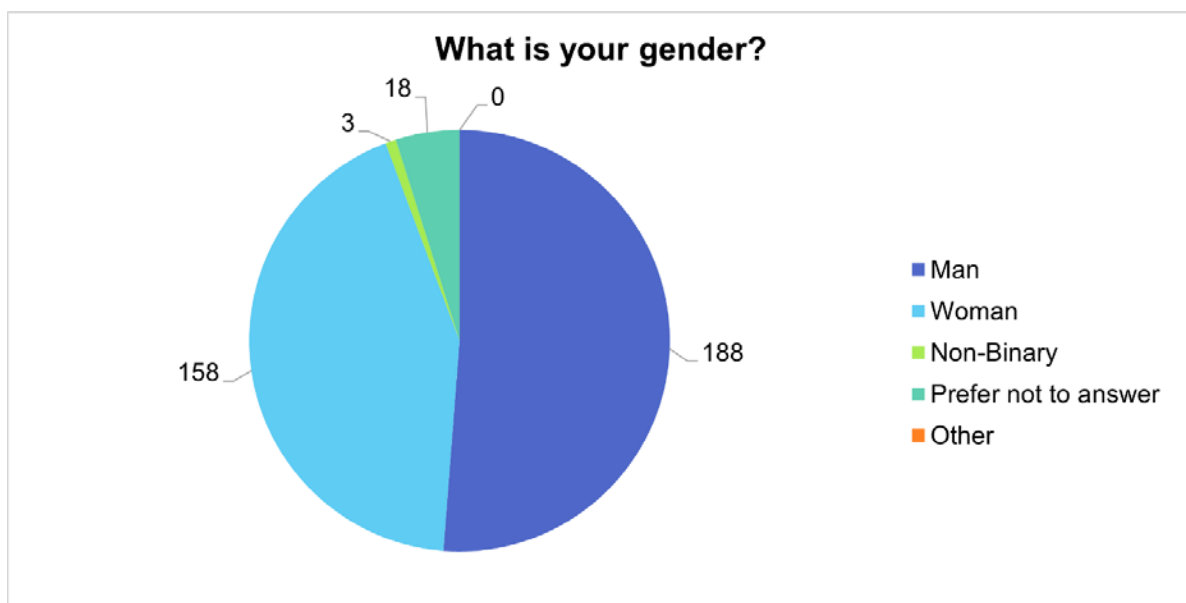
n = 372 responses

### 3. What is your age group?



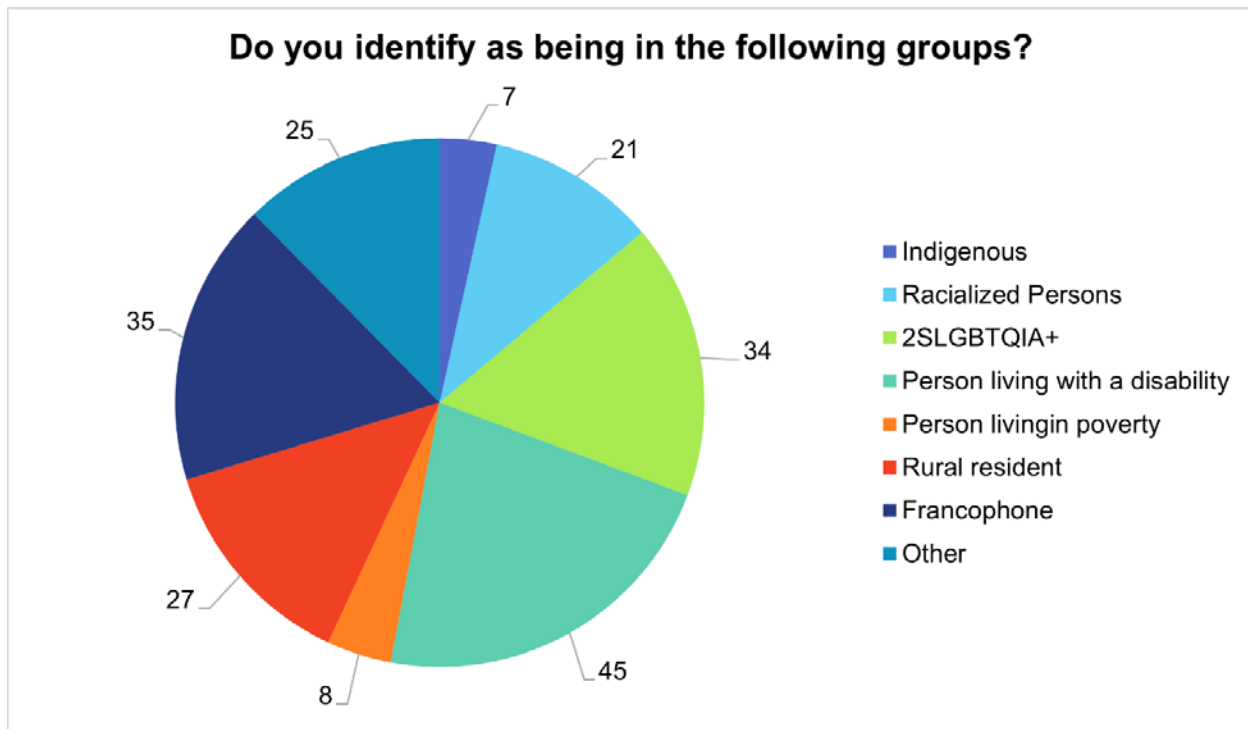
n = 366 responses

### 4. What is your gender?



n = 367 responses

**5. Do you identify as being in the following groups?**



n = 154 responses

- 6. To help create a wider range of housing opportunities, the new Zoning By-law includes opportunities to increase height or density in certain areas of the City, in accordance with the policy directions in the Official Plan. The Official Plan directs the new Zoning By-law to increase the number of dwelling units permitted in its low-rise neighbourhood zones to support the creation of more housing in the City, as well as to allow for design creativity in low-rise buildings (up to four storeys) in a variety of forms, such as townhouses and apartments.**

**Please rank, in order of importance to you (1 - most important, 10 - least important), the following matters that the City should address through the new Zoning By-law (and other planning tools) when considering higher densities in the City's neighbourhoods.**

n = 369 responses

The table below summarizes the average ranking for each consideration.

OPTIONS	AVERAGE RANK
Healthy, liveable and safe community design	3.65
Proximity to transit and the City's transportation network	4.47
Creating more housing options and availability within the community	4.81
Public realm improvements (e.g., sidewalks, street trees and landscaping in the right-of-way)	4.89
Access to community and recreation facilities	5.11
Quality landscaping and adequate amenity space (e.g. trees, gardens, patios, etc.)	5.78
Managing parking supply in the neighbourhood	5.93
Attractive design	5.97
Inclusive / accessible design of buildings and site design	6.15
Heritage preservation	6.65

## 7. Are there other priorities you would like to add?

n = 219 responses,

Responses to question 7 are summarized below.

### ***Neighbourhood Built Form and Character***

Residents' priorities include preserving neighbourhood scale by maintaining maximum building heights and limiting high-rise developments near established low-rise areas to prevent overshadowing, wind tunnels, and loss of sunlight. The respondents advocated a preference for concentrating density along transit corridors and main streets rather than within mature residential neighbourhoods and oppose commercial rezoning in primarily residential zones. Several responses noted a desire for increased number of multi-bedroom units to support families and seniors, complemented by green space, walking paths, and adequate setbacks to protect community identity and livability.

### ***Housing and Density***

Respondents preferred that higher density around transit corridors and main roads to address urgent affordability challenges and accelerate new construction. Equity is a common theme, where respondents identified support for affordable, inclusive units and supportive housing distributed evenly across all wards and transects, with a focus on proximity to LRT stations. Several responses also emphasized preserving low-density in established neighbourhoods.

### ***Mixed-Use and 15-Minute Neighbourhoods***

Respondents favoured neighbourhoods supportive of 15-minute neighbourhood principles of walkability to local services and shops. The importance of walkable, bikeable streets with daily amenities such as shops, services, recreation within close proximity, alongside inclusive community spaces and essential social services for seniors and people with disabilities.

### ***Landscaping and Stormwater Management***

Respondents noted the importance green infrastructure to manage stormwater, protect waterways, and mitigate flooding. They suggest strategic tree planting and adequate vegetation spacing between homes as it provides shade, can cause a cooling effect, increase biodiversity, and improve walkability during extreme heat.

### ***Waste Management***

To improve neighbourhood cleanliness and functionality, respondents recommend dedicated buildings or sheds for garbage and recyclables, supported by strict by-law enforcement. Centralizing waste storage would reduce curbside clutter and streamline collection.

### ***Parking***

Several respondents supported minimizing street parking and removing parking minimums while allowing rear-of-building parking and enhancing bike-parking infrastructure. Respondents highlight the need to balance parking supply, especially around hospitals, to keep it affordable and accessible, while also installing EV charging stations in multi-unit buildings.

### ***Parks and Open Spaces***

Many respondents stress preserving existing green spaces, forests, and parks, expanding accessible outdoor areas for exercise and socializing. They call for native plantings, pollinator-friendly gardens, green roofs, and rain gardens to enhance biodiversity and ecological health. Protecting mature tree canopy is critical for community well-being and climate resilience.

## ***Energy***

Respondents support community-scale renewable projects to lower emissions and energy costs, alongside developing a resilient electricity system that can seamlessly integrate these upgrades.

## ***Roads and Infrastructure***

Several respondents emphasize upgrading road capacity before approving new developments. Concerns were raised over sewer, water, and storm-drain systems being sufficient enough to handle increased density and prevent flooding. Clear rights-of-way for emergency vehicles and waste collection, integrated infrastructure planning with zoning, and diversified transport options beyond main arterials are essential to sustaining growth.

## ***Active Transportation***

Respondents also advocate designing streets for people rather than cars by installing protected bike lanes, continuous sidewalks, and lower speed limits to encourage walking and cycling. They call for active-transport facilities directly adjacent to higher-density developments, as well as winter-ready maintenance to keep routes clear. They note that managing parking supply will discourage unnecessary driving and allow more spaces to pedestrians and cyclists.

## ***Rural***

Other respondents also stress preserving rural communities, forests, wetlands, and farmland to halt irreversible sprawl, while also advocating consistent, effective zoning policies that create opportunities for affordable housing. They seek a balanced approach that safeguards rural character and ecosystems yet accommodates responsible growth.

## ***Other***

Respondents emphasised meaningful neighbourhood consultation on all intensification projects, adherence to Secondary Plan provisions, and enforcement of nighttime noise regulations, especially in areas close to entertainment districts.

See [Appendix A](#) for the full list of response.

## **Mixed Use Zones**

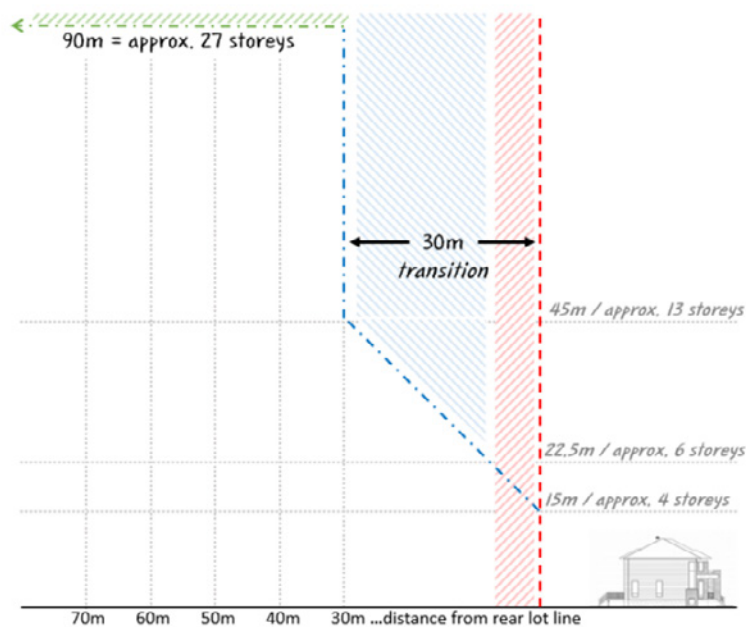
Question Preamble:

Ottawa's population surpassed a million people in 2019, doubling its population over the past fifty years. By 2046, it is expected that Ottawa's population will be close to 1.6 million people. The City's Official Plan helps to guide and direct growth and the Zoning By-law can encourage higher density housing, support

mixed-use developments, and provide opportunities for a range of stores and services close to residents.

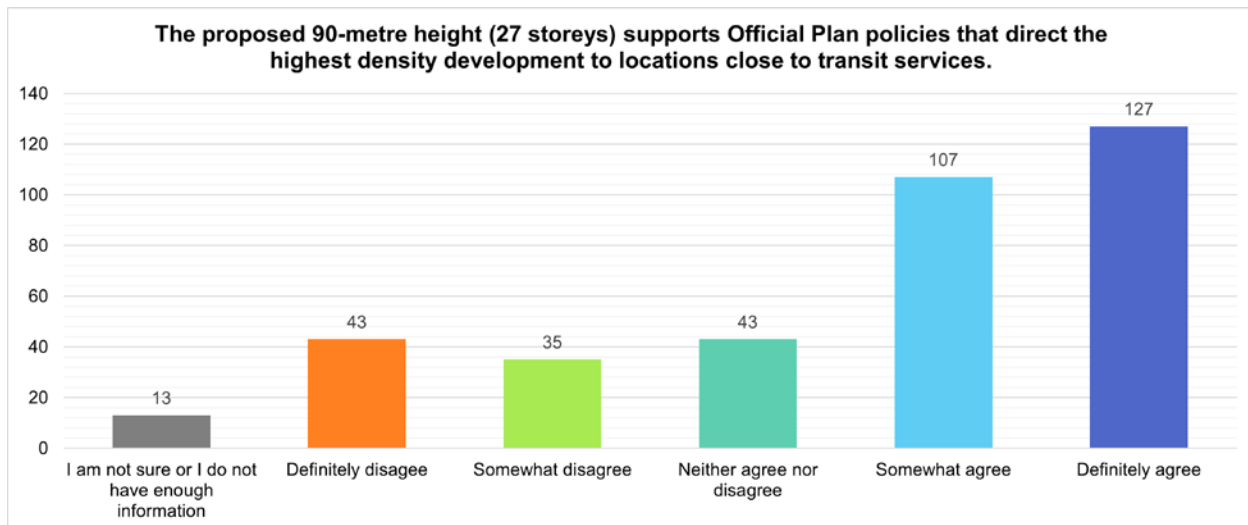
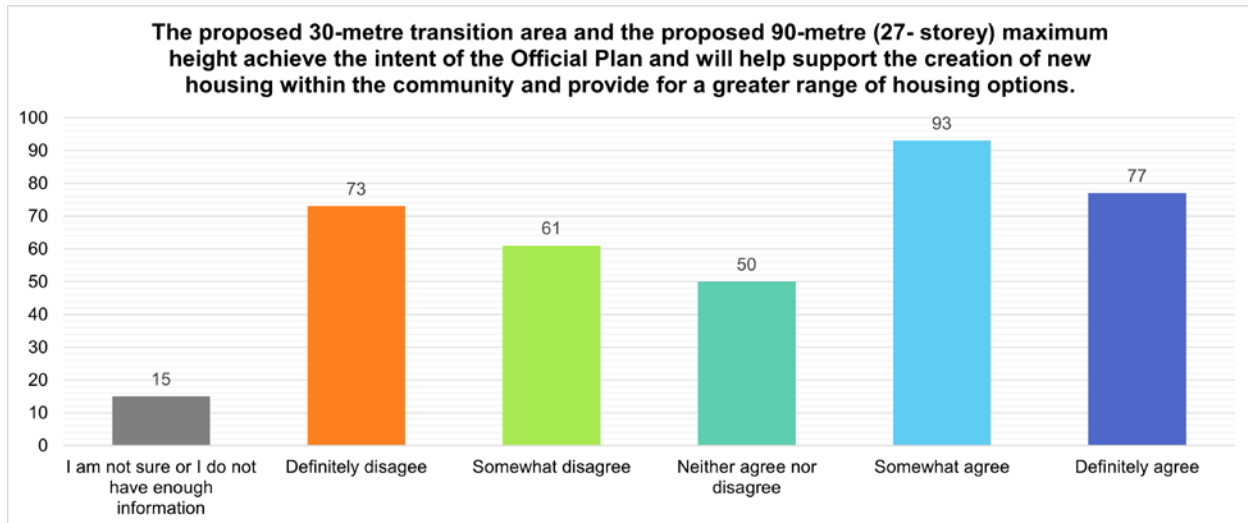
The City's Official Plan permits high-rise developments on Mainstreets, and these high-rise developments can be adjacent to low-rise neighbourhoods. The Official Plan permits high-rise buildings on Mainstreets, up to a maximum height of 40 storeys, where adequate transition is provided to adjacent low-rise zones. With this in mind, to support implementing the City's Official Plan, City Staff have put forward a framework for as-of-right high-rise permissions on Mainstreets: a maximum height of 90 metres (or 27 storeys) starting after a 30-metre transition distance from a low-rise neighbourhood zone. The proposed 90-metre height maximum is the result of a review of high-rise building permits issued in the City since 2018, which indicated that 80 per cent of buildings were up to 90 metres (27 storeys) in height.

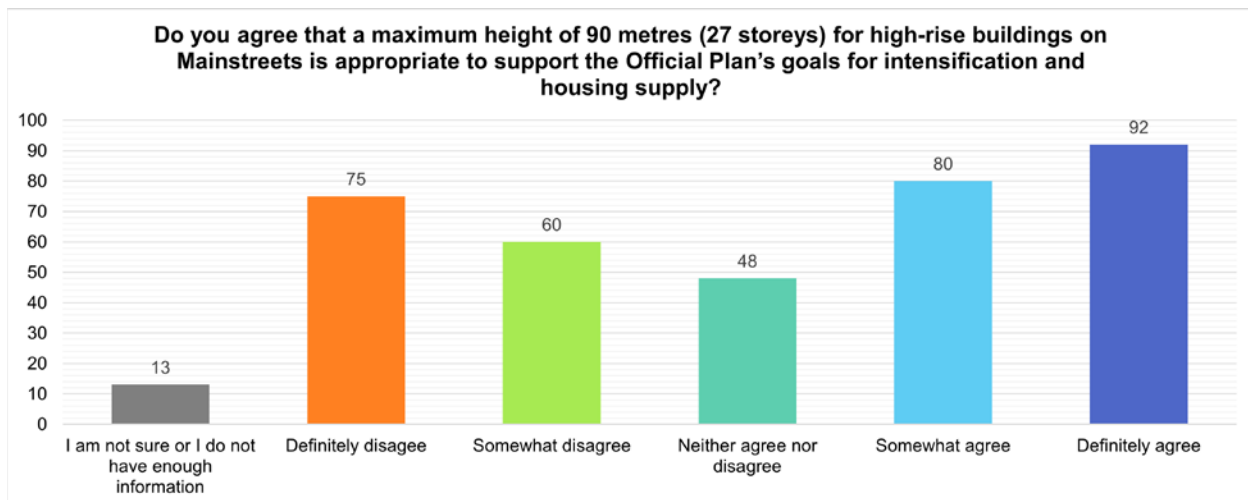
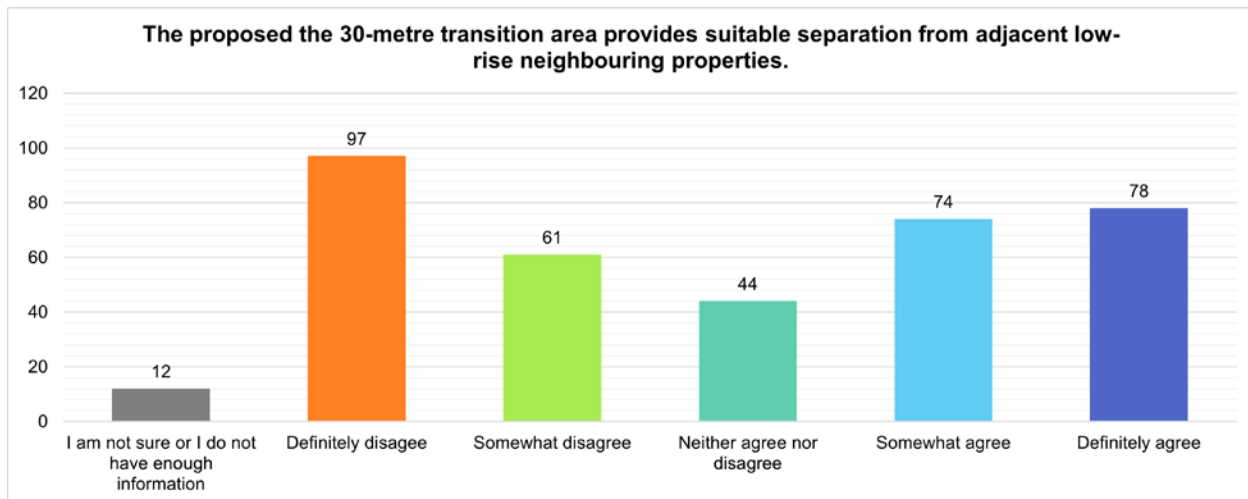
The 30-metre height transition area and 90 metre permitted height (up to 27 storeys) is intended to permit high-rise buildings as directed by the Official Plan, while establishing a minimum transition area to adjacent low-rise neighborhoods. The diagram below illustrates this approach.



A transition area is the setback, or distance, of the tall-building from the rear lot line of an abutting neighbourhood zone.

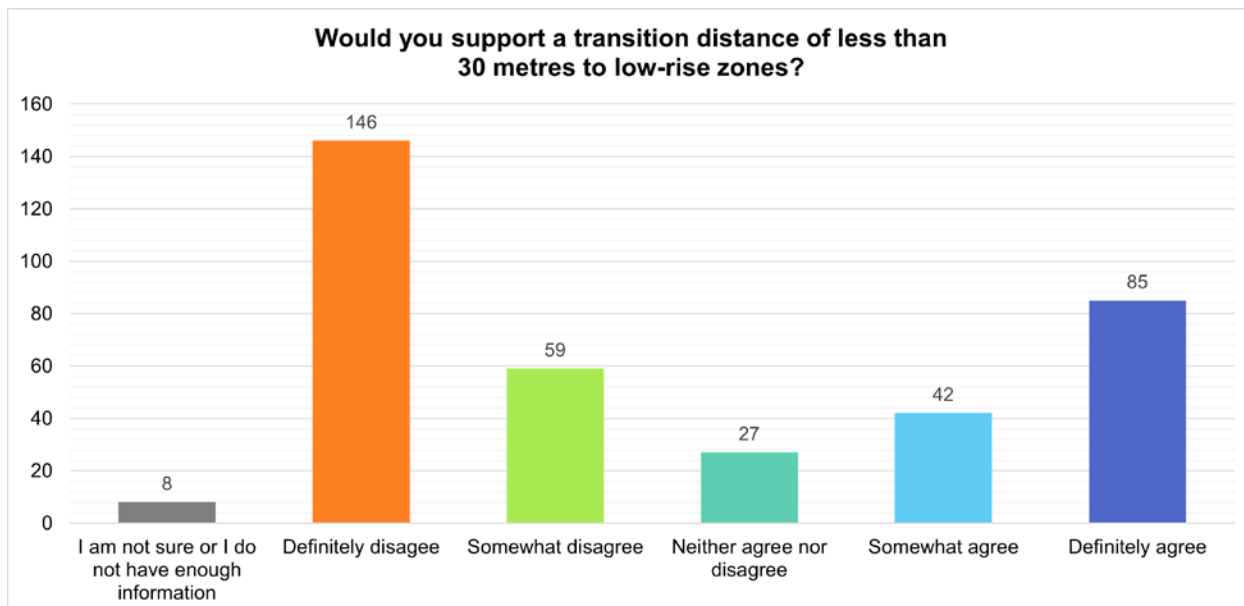
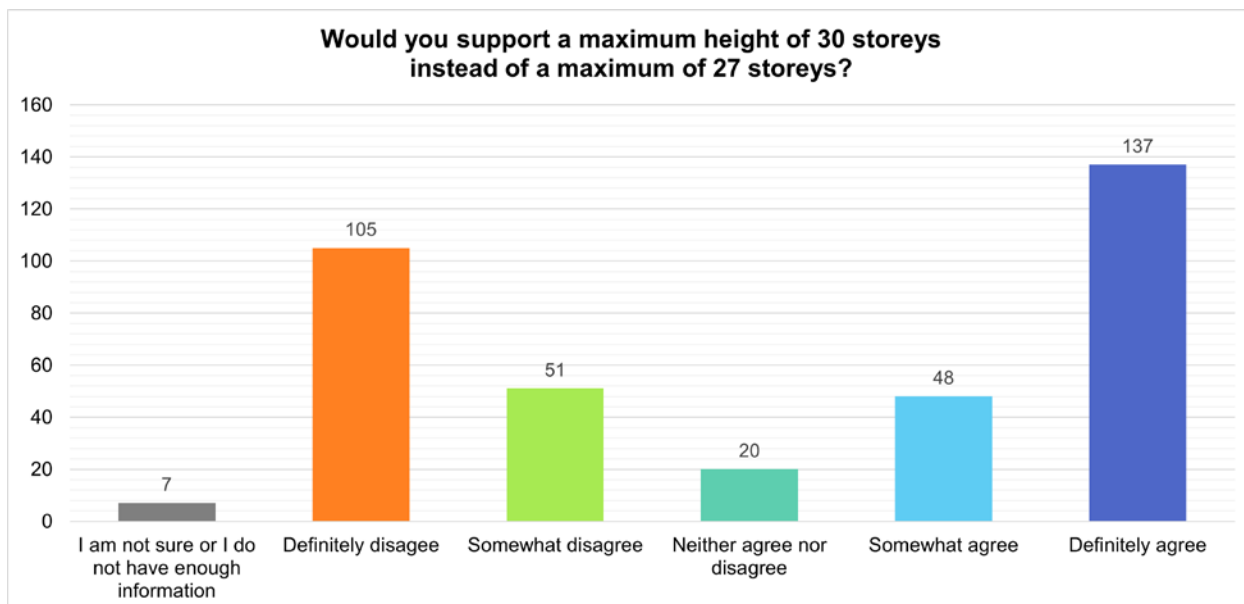
**8. Do you agree with the following statements regarding the 30-metre transition area and the proposed 90-metre (27-storey) height maximum in the Mainstreet areas?**





We received 371 responses, 2 individuals skipped the question.

9. To allow more housing to be built on Mainstreets close to transit, Council asked staff to consult on increasing the maximum height for high-rise buildings from 27 storeys to 30 storeys, and to consult on a transition area to low-rise zones that is less than 30 metres.



We received 368 responses, 5 individuals skipped the question.

**10. Please explain your responses to the questions above. What factors influenced your opinion on increasing the height limit to 30 storeys or reducing the required transition area? (e.g., housing supply, neighbourhood character, infrastructure capacity, proximity to transit, etc.)**

n = 300

The responses indicate a variety of perspectives regarding the proposed changes to building height regulations. A portion of respondents expressed support for increasing building heights, particularly in areas adjacent to transit corridors. Such changes are viewed as a practical measure to expand housing supply, enhance affordability, and limit urban sprawl. Several respondents noted that the difference between 27 and 30 storeys is minimal in terms of visual impact but could contribute meaningfully to overall housing capacity. From this perspective, existing zoning regulations, such as fixed height limits and broad transition zones, are perceived as constraints that may limit the city's ability to provide more housing.

On the other hand, a significant number of respondents raised concerns about the potential effects of taller buildings on existing neighbourhoods. These concerns include reduced access to sunlight, diminished privacy, loss of green space, and increased pressure on infrastructure such as roads, schools, and utilities. Many respondents emphasized the importance of gradual transitions between low-rise and high-rise developments, suggesting that abrupt changes in building scale may affect neighbourhood cohesion. Some advocated for mid-rise developments as a more moderate approach to increasing density, while others highlighted the importance of urban design elements such as green buffers, stepbacks, and architectural diversity.

Across both perspectives, infrastructure capacity and overall livability emerged as recurring themes. Even among those in favour of increased density, there was a consistent call for integrated planning to ensure that transit, public amenities, and services are aligned with population growth. A number of respondents also raised equity considerations, emphasizing the need for new developments to include affordable and accessible housing options.

## Maximum Building Height

Question preamble:

To minimize impacts on neighbouring properties and on the public realm, zoning can mitigate impacts by guiding land use and

development through measures such as setbacks (distances from property lines) and setting out maximum building height requirements.

The City's Official Plan permits high-rise buildings up to a maximum height of 40 storeys where there is adequate height transition to adjacent low-rise zones. On Mainstreets, City staff have proposed a maximum building height of 27 storeys, set back at least 30 metres from a low-rise zone.

**11. What do you think of the 30-metre transition area and the 90-metre maximum height (27 storeys) illustrated previously? Please share any further thoughts that you may have.**

n =236

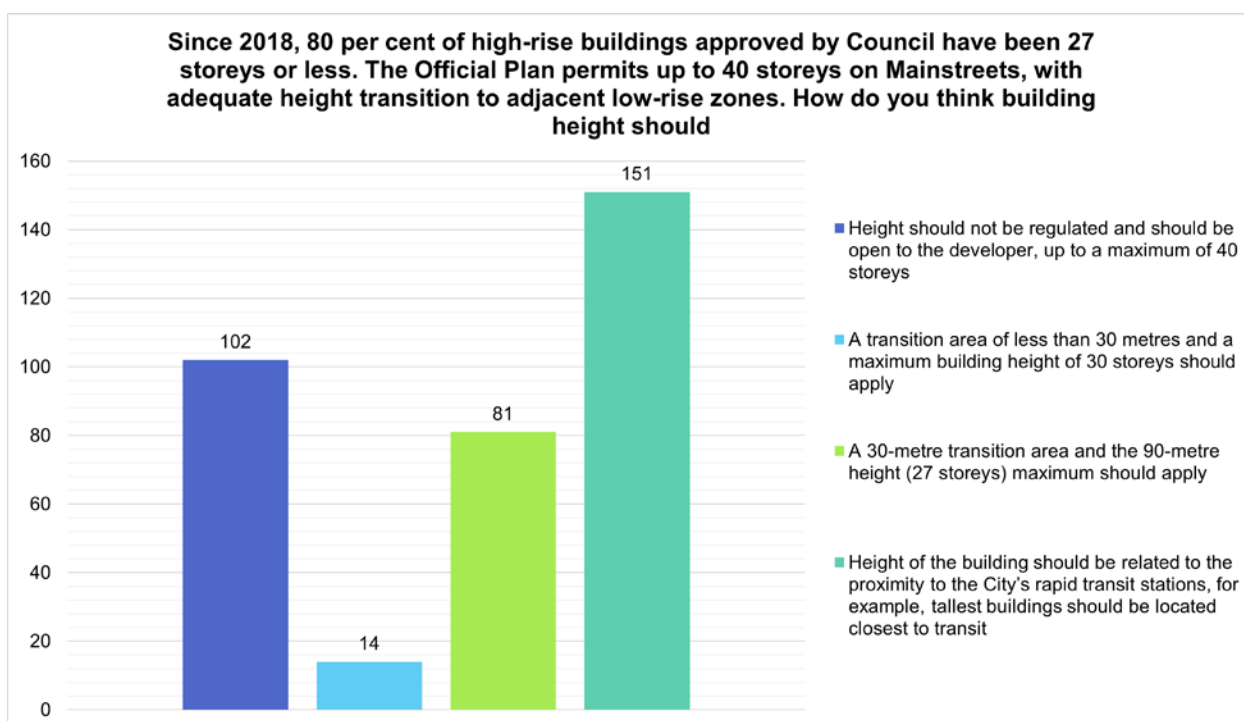
The responses reflect a broad range of perspectives regarding the proposed 30-metre transition distance between high-rise developments and low-rise residential areas. A number of respondents expressed concern that this distance may not be sufficient to maintain the character and functionality of existing neighbourhoods. Specific issues cited include reduced sunlight, diminished privacy, loss of green space, and potential wind effects. Some respondents recommended increasing the transition distance to between 60 and 100 metres or implementing a more gradual step-down in building height, such as incorporating mid-rise buildings as a buffer between high-rise structures and single-family homes.

In contrast, other respondents considered the 30-metre transition either appropriate or overly restrictive. These individuals emphasized the need to build more housing and suggested that strict transition requirements may limit opportunities for infill development. Several noted that the visual difference between 27 and 30 storeys is minimal, while the additional height could contribute meaningfully to housing availability. Some advocated for the removal of height and transition restrictions, particularly in areas near transit infrastructure, to support higher density and more efficient land use.

A common theme across both viewpoints was the importance of context-sensitive planning. Many respondents indicated that a uniform approach may not be suitable and recommended that transition distances and height limits be adapted to the specific characteristics of each neighbourhood. There were also frequent calls for improved urban design strategies, including the integration of green space, step-backs, and architectural variation to mitigate the impact of taller buildings. Concerns about infrastructure capacity—such as transportation networks, educational facilities, and

utilities—were also raised, with several respondents emphasizing the need for concurrent upgrades to support increased density.

**12. Since 2018, 80 per cent of high-rise buildings approved by Council have been 27 storeys or less. The Official Plan permits up to 40 storeys on Mainstreets, with adequate height transition to adjacent low-rise zones. How do you think building height should be regulated near the City’s rapid transit stations that are also located along Mainstreet Corridors? Please select one of the following choices.**



n = 248

**13. Do you have other comments on how building height should be regulated near the City’s rapid transit stations that are also located along Mainstreet Corridors?**

n = 278

A significant number of respondents express strong support for maximizing building height and density near major transit stations. They explain that this approach makes the most of the city’s investment in transit infrastructure, helps reduce car dependency, and addresses Ottawa’s housing crisis by allowing more units. Several comments also support the removal or the significant reduction of height restrictions, with some calling for unlimited height allowances and allowing developers to build as tall as needed,

arguing that the difference between 30 and 40 storeys is negligible at street level. Others suggest setting minimum height requirements near major transit stations with heights increasing gradually from 6 to 30 storeys within 500-metres radius.

However, many respondents express concern about the negative impacts of high-rise developments on existing low-rise neighborhoods. These concerns include high-rises overshadowing homes, a loss of sunlight, increased traffic, strain on infrastructure, creation of wind tunnels, and the erosion of community character. Some concerns also include that tall buildings could lead to social issues, suggesting that high-density developments are disproportionately placed in lower-income areas. To address this, suggestions from respondents include capping building heights at 25 to 30 storeys and implementing larger transition zones – up to 50 metres or more – between high-rise and low-rise buildings. The preserving heritage and green spaces to lessen the impact on neighbourhoods, green spaces and community aesthetics is also a recurring theme.

Alternatively, many respondents take a middle-ground approach, emphasizing the need for context-sensitive planning. They support higher buildings near transit stations but stress the importance of gradual transitions to surrounding neighborhoods. Many suggest continuing using tools like angular planes or setback requirements to manage these transitions. Others recommend allowing taller buildings only in specific areas with appropriate infrastructure, such as Hubs or Major Transit Areas. There is also support for updating zoning regulations to reflect current needs while ensuring that development is equitable and inclusive.

Beyond height regulations, respondents raise broader urban planning issues. These include the need for reliable and accessible transit across the city, the importance of affordable housing, and the integration of green spaces and pedestrian-friendly design. Some respondents criticize the influence of developers in shaping city policy, while others call for more transparency and community involvement in planning decisions. There are also suggestions to use city-owned land and air rights more strategically to support transit-oriented development.

## **Residential Communal Parking Lots in Neighbourhood Zones**

The City is considering providing regulations for new “neighbourhood parking lots/garages”. “Neighbourhood parking lots” or “neighbourhood parking garages” would be privately-operated parking lots or garages that would allow for excess parking in a development to be used by residents/visitors in the surrounding neighbourhood. “Neighbourhood parking lots/garages” can reduce the need for individual parking spaces, the amount of land needed for parking, and be adapted to different uses and needs, making them suitable for various neighbourhood types.

For example, these “neighbourhood parking lots/garages” could be a privately-owned parking garage located underground as part of a new condo development for use by the surrounding neighbourhood.

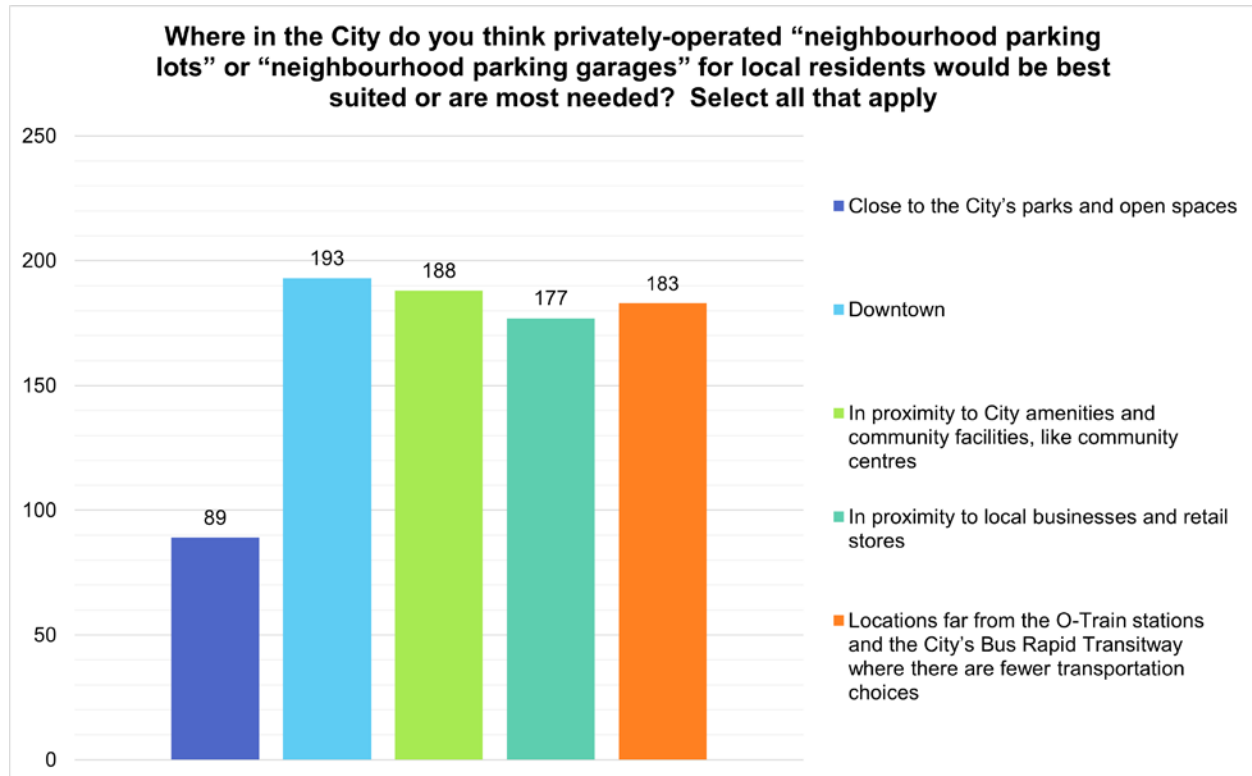
**14. What do you think are important considerations when implementing privately-operated “neighbourhood parking lots” or “neighbourhood parking garages”? Please rank in the order that you feel is important (1 - most important, 10 - least important)**

n = 343 responses,

The table below summarizes the average ranking for each consideration.

CONSIDERATIONS	AVERAGE RANK
Integration / design of the parking area into the surrounding site and neighbourhood	4.59
Safety measures in the area, for both actual and perceived safety of community members	5.04
Availability and proximity to City transit	5.06
Measures taken to address potential concerns about noise (from vehicles and parking lot users), lighting (vehicle lighting and parking lot lighting), or traffic impacts	5.44
Ease of access to the parking facilities	5.70
Supporting and being compatible with the land uses on the site	6.35
Sustainability and the use of green infrastructure and permeable paving	6.52
High-quality landscaping and design	6.62
Spaces for car-share services	6.64
Inclusive / accessible design of the parking areas	6.65

**15. Where in the City do you think privately-operated “neighbourhood parking lots” or “neighbourhood parking garages” for local residents would be best suited or are most needed? Select all that apply**



n = 338 responses

**16. Do you think privately-operated “neighbourhood parking lots” or “neighbourhood parking garages” should be located in other areas of neighbourhoods not listed in the previous question?**

n = 238

A number of respondents expressed support for allowing privately-operated parking lots or garages in neighborhoods, particularly in areas experiencing densification or where on-site parking is limited. Some suggested that neighbourhood parking lots should be permitted citywide, especially in high-density areas where there is no street parking available, near transit stations (i.e., park and rides), or in suburban neighborhoods where transit access is limited, and car ownership remains necessary. It was acknowledged that while car use may decline in the future, parking is still necessary today—especially in suburban areas or for people with mobility challenges. Many respondents emphasized the need for better transit service, arguing that reliable alternatives to driving would reduce the demand for parking altogether.

In the meantime, they saw these facilities as a practical solution to the city's move toward reducing on-site parking requirements in new developments. They argued that communal parking lots could help manage overflow from townhomes, apartments, and infill housing, especially in areas like Chinatown, Little Italy, and Old Ottawa South. A few respondents proposed underground or vertically parking as a way to preserve surface space for parks or other community uses. Depending on the location and design, some respondents suggested that neighbourhood parking lots could be temporary in areas that are densifying but has poor transit service, serving as transitional infrastructure until transit service improves. These parking lots should only be for residents, not commuters or visitors, and that it should be integrated into the urban fabric in a way that minimizes visual and environmental impact.

However, a significant number of respondents raised concerns about the privatization of parking infrastructure. They argued that parking should be publicly owned and managed, especially if it is intended to serve local residents, and emphasized that parking is a form of public infrastructure, possibly operated by the City. Many feared that private operators would overcharge parking fees, making parking unaffordable for residents and undermining equitable access. Some used downtown parking rates as an example of how privatized parking can become a burden. Other respondents expressed concern that private ownership could lead to inconsistent access, with operators changing terms or removing access altogether. They mentioned if parking is to be privatized, it should be regulated to ensure fair pricing and accessibility.

A large contingent of respondents opposed the idea of neighborhood parking lots altogether, regardless of ownership. They viewed neighbourhood parking lots contradictory to the city's goals of promoting walkability, reducing car dependency, and encouraging public transit use. They argued that building more parking only incentivizes car ownership, increases traffic, and detracts from the livability of neighborhoods. Some respondents were particularly concerned about the negative impacts on residential areas, including noise, pollution, safety issues, and the loss of green space. They note that parking lots would negatively impact the character of neighborhoods, especially if they replaced homes or community amenities. A few respondents called for a ban on surface parking lots, suggesting that any new parking should be underground or hidden within building podiums.

## Rural Ottawa

Question preamble:

Ottawa has one of the largest rural areas of any city in Canada, making up 80 per cent of the city and is home to over 86,000 residents and over 2,000 businesses, including approximately 1,000 farming operations. The policies for the rural designations in the new Official Plan direct that agricultural land, rural character and the natural environment be protected while supporting opportunities for businesses and economic development.

**17. What are the most important things that the City needs to consider when updating zoning requirements in the rural areas? Please rank the following in order of importance. (1 most important - 6 least important)**

n = 330 responses

The table below summarizes the average ranking for each option.

OPTIONS	AVERAGE RANK
Protect farmland and agricultural activities	2.89
Preserve the natural environment	3.09
Support the health and liveability of Villages and rural neighbourhoods	3.50
Maintain a rural and Village sense of place	3.64
Strengthen the rural economy by permitting a diversity of uses that support the local community and increase access to local goods and services	3.68
Provide flexibility to farming and agricultural practices, such as permitting a range of supportive diversified businesses to make the best use of rural locations and serve the broader agricultural community	3.79

## Other Comments

**18. Is there anything else that you would like to share with the project team that should be considered through Draft 2 of the new Zoning Bylaw or anything that you would like to comment on in more detail in this survey?**

n = 208

Several comments emphasized the importance of balancing intensification with livability, infrastructure and environmental sustainability. Many residents support increased density and housing diversity, especially near transit hubs, but stress the need for thoughtful design, green space preservation, landscaping, and infrastructure upgrades. Respondents emphasized the importance of preserving trees, green spaces, and biodiversity, especially with climate change. There were concerns about the impact of high-rise developments on neighbourhood character, traffic, and emergency access, emphasizing the need for more mid-rise buildings and better integration of amenities like parks, schools, and commercial uses.

A key theme was parking and transportation where many respondents criticized the removal of parking minimums as transit infrastructures are not completely accessible while others supported the implementation of parking maximums by advocating for active transportation infrastructure and walkable 15-minute neighbourhoods. Some respondents also ask for pedestrians and cyclists to be prioritized over cars, especially in urban areas.

Several comments also focused on zoning complexity and equity. Many urged the City to simplify zoning codes, eliminate unnecessary subzones, and ensure consistent standards across neighborhoods. There was strong support for allowing more mixed-use developments and low-impact businesses within neighbourhoods to foster vibrant, walkable communities. Equity concerns were raised about the uneven distribution of density and amenities, with some residents feeling that inner-city neighbourhoods bear the levels of intensification while suburban and rural areas are not carrying the same weight. Others highlighted the need for affordable, family-friendly housing and consideration for vulnerable populations (i.e., children, aging population, individuals with accessibility needs).

## Appendix A – Responses to Question 7

Question 7: Are there other priorities you would like to add?

Theme	Other Priorities
<b>Neighbourhood Built Form and Character</b>	<ul style="list-style-type: none"> <li>• Allowing higher density, reducing setback requirements for all zones.</li> <li>• Property standards being followed and enforced</li> <li>• Respect for current residents and property values</li> <li>• Current residential areas should remain as is. Heights of new buildings should remain same as current neighborhood bylaws.</li> <li>• Simply keep residential areas as residential - do not change to commercial use!!!!</li> <li>• Maintaining residential streets in downtown; tall buildings block sunlight for residential houses</li> <li>• Neighbourhood Impact</li> <li>• 11m height allowance all over the city.</li> <li>• I do not want increasing height. This will disrupt the feel of many neighbourhoods. Scale and character of neighbourhood</li> <li>• New development must be compatible with the look and feel of mature neighbourhoods.</li> <li>• Severely limit the number of 3+ storey buildings in already established single home neighbourhoods. Cluster them around already existing large building areas (i.e.: downtown or in new neighbourhoods). Leave older established older neighbourhoods alone!</li> <li>• Aging in place options. Ottawa will have an aging population for many decades and is the planning staff prioritizing this?</li> <li>• Preserve the unique characteristics of neighbourhoods i.e. Architecture, green space.... And build on this.</li> <li>• Family focus. One of the challenges is that apartments in Ottawa are primarily 0, 1, or 2 bedrooms. Multi-unit building that encourage communities need to accommodate families with 2-3 bedrooms, greenspace, parking etc.</li> <li>• Preclude temporarily structures anywhere in front yard of residential properties. Place and enforce time limits on temporary structures.</li> </ul>

- Respect the character of the neighbourhood. Revise the business development plan so that no every other commerce is only pot, mushrooms or pawn shops and near schools. Commerce should be more divers and minimum distance between them and from young children
- The city will double in size. Stop forcing people to plant trees when their properties are too small. The minimum lot size should be 50 x 100
- It is important to add building height to this aa it affects light in the community and with greater height it can cause over intensification of certain streets.
- Maintaining residential neighborhoods
- 4-plexes allowed everywhere 2-3 storey height restrictions, along with large minimum setback requirements of 4.5-6m on each property line will lead to the same low-density sprawl that we've been perpetuating for the last 5+ decades.
- We do not need additional buildings& approvals for higher buildings in this area.
- We cannot build structures that impede on the privacy and peace of existing homeowners. We have to remain respectful of their land and home to ensure that these higher density buildings do not negatively impede on their living space/land.
- Limit the height of buildings to prevent the streets to become wind corridors so we can still enjoy walking on the streets and sitting at café terraces I am concerned about preserving the economic diversity of urban neighbourhoods (in terms of housing stock, income levels, etc.)
- Keep the heights out of the communities that people bought into to stay away from lack of height restrictions. There are enough areas in this city that will not effect established communities height
- Preservation of property value for existing owners. Reduce traffic to enable easy passage in and out of neighbourhood.
- Not destroying homes people already live in to create tiny condos in giant buildings they can't afford
- Condos that have green space and not with other concrete buildings so close to them like we now have in Barrhaven. Also lower level condos with public transportation nearby and walking paths.
- Neighbourhood preservation and protection from over development.

	<ul style="list-style-type: none"> <li>• Allowing enough space between each residential building; as well as preserving nice walking paths within a neighborhood and little retreats away from the noise of transit and traffic.</li> <li>• Don't put low income housing close to affluent neighborhoods. Robberies will increase</li> <li>• Maximum height restriction to remain at 8.5 metres inside the Greenbelt (this would be my first priority, with the others following)</li> <li>• Nothing outside of this, but density and pedestrian-centric design are my priority when it comes to changes I want to see in the city. Everywhere.</li> <li>• My top priority (!) Is that the maximum height for residences in N2 should remain at 8.5 metres.</li> <li>• Prioritize the increase height and density on main streets first, such as numbered roads. Next priority should then be within 2 blocks of any OC transpo current and future lines.</li> <li>• Convert any vacant buildings into apartments</li> <li>• Would like to preserve the integrity of neighbourhood without have high towers immediately abutting low-rise residential dwellings.</li> </ul>
<b>Housing and Density</b>	<ul style="list-style-type: none"> <li>• Allowing higher density</li> <li>• Density around transit,</li> <li>• Increase density and make the best/most use of public infrastructure already in place instead of encouraging sprawl.</li> <li>• Ensure sufficient housing supply in the city!</li> <li>• We respectfully urge council to consider there could be a housing surplus in 10 yrs when refugees return home. Consider adding an additional development test: Will the proposed development irreversibly alter a neighbourhood to serve a short-term crisis?</li> <li>• Above all, the zoning should remove as many barriers as possible to building more housing</li> <li>• Mixed inclusive affordable units within 500 metres of LRT stations, as what was promised. Luxury condo owners will not use public transportation.</li> <li>• Increasing density may be reasonable if done without adding unnecessary disruptions to neighbourhoods (e.g. Detached -&gt; semi-detached).</li> </ul>

	<ul style="list-style-type: none"> <li>• There is not enough housing in this city. Zoning needs to allow for more housing types - allow 6 stories/6 units (without strict height limits and setback) on every lot in the city. Community housing in Vanier</li> <li>• Suburbs need to densify more Equity in density distribution - present policies are inequitable across Ottawa's wards and transects. All the density is in the urban core and the zoning is changed and increased every 5 years</li> <li>• Supportive housing - getting street engaged people off the street</li> <li>• Creating more density in the city to fortify the tax base</li> <li>• The priority should be to build low density housing such as single family homes. High density housing is undesirable and is not what people want.</li> <li>• AFFORDABLE!!!!!!!!!!!!!!</li> <li>• The only priority from this exercise should be getting more housing built faster.</li> <li>• Missing-middle housing.</li> <li>• More density infill, especially on transit routes, and limiting sprawl.</li> <li>• Increasing supply to improve affordability and reduce developer fees that get passed on to homebuyers</li> <li>• Increase allowed density significantly everywhere. Larger upzonings generate larger increases in housing supply. The city's goal of having 50% of new housing at the urban boundary is unambitious and pathetic</li> <li>• Prioritizing higher densities everywhere in the city.</li> <li>• Variety of living options.</li> <li>• We need to maintain disappearing third spaces. We need more mid rise and mid sized development, not just detached, semi, or high-rises, and not just on main streets</li> <li>• Inclusive affordable housing through out the city and suburbs in order to have a choice of where to live.</li> <li>• At this time, the only thing that truly matters is the provision of sufficient housing at affordable prices. Every other objective must be subordinate to that goal.</li> <li>• Housing Option -question should specify location of housing -centre town or suburb or rural</li> <li>• Affordability</li> <li>• Reducing obstacles to densifying within the greenbelt</li> <li>• Affordable housing, zoning changes should not only be done in Lowertown etc. But in the wealthy areas (Glebe, Rockcliffe, New Edinburgh etc.)</li> </ul>
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	<ul style="list-style-type: none"> <li>• More density!</li> <li>• Yeah, stop intensifying existing neighbourhoods when there is all sorts of underused land in this city. Intensifying is going to homogenize neighbourhoods and won't even create more affordable housing because the areas are coveted.</li> <li>• Density across Wards, not just downtown and downtown-adjacent.</li> <li>• Reasonable densification (not all high-rises)</li> <li>• Promote low housing density in all but the downtown area.</li> <li>• Affordable apartments in all multi-unit residential buildings in all transects and all residential neighbourhoods.</li> </ul>
<b>Mixed-Use and 15-minute Neighbourhoods</b>	<ul style="list-style-type: none"> <li>• I feel that if we focus on a 15-minute city, designed around the person and not the car, that all the other great details will fall into place.</li> <li>• As many community villages as possible with small businesses in every existing residential neighborhood. Access to convenience amenities such as convenience store gas station</li> <li>• Increased mixed-use development for more recreational community spaces and small businesses</li> <li>• Ground floor low-impact commercial/retail allowed across the city (residential above)</li> <li>• 15 minute NH acceleration and incentivization; more mixed use zoning for local enterprise and work; more 'caring city' permissible zoning.</li> <li>• Medium density infill housing mixed with commercial storefronts in neighborhoods. Create more decentralized pockets of attractions such as restaurants/entertainment/shopping so more people have these options within walking distance.</li> <li>• Better programming for seniors and multi-faceted disabled community in all rural communities. Allow more business as well - mixed use is livable</li> <li>• Access to amenities like grocery stores and other shops, accessible via walking or transit instead of by car.</li> <li>• Narrower roads, less on-street parking, more mixed-use areas, all neighbourhoods should be allowed to have some commercial in them, and the density should be being spread way more than it is planned to be.</li> <li>• Need to try and create more walking neighbourhoods</li> </ul>

- More mixed use zoning to enable commercial activity in residential neighbourhoods, increasing the number of condos and apartment units suitable for families
- Walkable/bikeable communities with connected green spaces and natural areas.
- Walkability--access on foot to the businesses needed for everyday errands.
- Mixed use
- Employment and development opportunities
- Walkable city. Live, work, shop, and play within 15 walk. Available third-spaces, such as pubs, clubs, and small shops
- Access to markets/grocery stores to shop for food.
- No more high-rise buildings! Mixed used commercial, residential development.
- Mixed use, walkable to businesses - grocery stores, restaurants, etc.
- Convenience stores and other small commercial uses within easy walking distance
- Prioritize 15 neighborhoods and livable spaces (reduced dependence on cars)
- Medium density mixed use development is essential in Ottawa wherever possible.
- Designing communities that are mixed used by default, and are not designed with the car as the primary mode of transport
- Incorporating mixed use buildings with appropriately sized/flexible commercial real estate for small business start ups.
- Commercial use by including ground floor storefronts.
- Nearby access to non-recreational necessary services and facilities. Increased mixed-use zoning.
- Parks, schools, medical facilities for all, not just for vulnerable population
- Walkable communities, being able to walk to work, school, groceries, etc..
- Intermixing businesses with residences
- Another priority would be access to everyday commercial spaces, grocery stores, pharmacies, coffee shops
- Small business development
- Also sound proofing so commercial and entertainment areas can thrive while not disrupting residents.

	<ul style="list-style-type: none"> <li>• Access to social services like child care, seniors care. Also, communities need grocery stores - no more Little Italy inspired food deserts please.</li> <li>• Mental health and outreach support to be inclusive within a broad range of zones</li> <li>• Mixed-use neighbourhoods</li> <li>• Mixed-use density</li> <li>• Fewer zones, mixed use zoning, encouraging mixed income housing</li> <li>• Residential building over retail locations. Train yards is a waste of Residential potential</li> <li>• Access to corner stores so you don't have to drive to a strip mall just to buy chips/milk</li> <li>• We are only going to get 15 minute communities if we have small businesses that people can walk to. In my view. All effort should be put into making this possible. Lots for new retail should be small to encourage locally owned businesses - buy Canadian!</li> </ul>
<b>Design</b>	<ul style="list-style-type: none"> <li>• Financially sustainable development pattern, reduce underused commercial space</li> <li>• Accept the different ages of the community and have the city create fees to undertake works that benefit the community as a whole. Implement the Official Plan on all greenfield sites to promote development that meets the policy.</li> <li>• Accessibility is key to all the choices; language, buses, events, etc. Make all brick &amp; mortar choices #1 and the city will be #1 I am confident in my city.</li> <li>• Sustainable designs, climate adaptive infrastructure</li> <li>• There should be a design review by a board of architects for new large buildings. This will help make the city more beautiful now and in the future.</li> <li>• Open access, e.g. Paths between neighbourhoods</li> <li>• Prioritize developing empty lots and repurposing low use commercial lots over disturbing mature neighborhoods with single family houses.</li> <li>• Keeping disabled people in mind, blind people, wheelchairs, walkers etc.</li> <li>• Public (accessible) toilets! We should not leave it to businesses to provide "public" toilets</li> </ul>

	<ul style="list-style-type: none"> <li>• In the design and approval of high-risers in established areas such as the Civic Hospital limit the building levels so they fit in with established nature buildings of 80-100 years in age. Structures should be at a level not to cause major parking issues</li> <li>• Building with wood and sustainable materials</li> <li>• Sky scrappers in downtown, more shopping malls, transport connectivity</li> <li>• Reduce overpopulation and limit construction of high-rises. They are not the answer and actually destroy cities. <a href="https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/">https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/</a></li> <li>• Overall planning vision. By that I mean, rather than Scott Street (as an example) simply becoming a long, unattractive (wind tunnel) corridor of high-rises, it would have been nice to reconceive the whole stretch for amenity space, active transportation,</li> <li>• Can we please aim for bolder and more innovative designs of buildings! This is Canada's capital and it should reflect that with beautiful buildings and more pocket parks, trees, sidewalks, gathering spaces, etc. Montreal is a good example to follow.</li> <li>• Building on health, safety &amp; design, it is important to be able to see the sky, feel the breeze &amp; walk in the shade of trees along the street. Buildings should not tower over us; and rear yard perspectives &amp; gardens are important, not just front profiles</li> <li>• Try to keep Ottawa attractive. So many "modern" buildings are being erected which in about 10 years will look disgusting. We need more buildings with attractive structure and character. Architects are lacking imagination.</li> </ul>
<b>Landscaping and Stormwater Management</b>	<ul style="list-style-type: none"> <li>• More green space on the properties to absorb water runoff, less interlock and paved areas creating more greenhouse gasses and ugly communities</li> <li>• Note: attractive design is a matter of taste. If adequate green landscaping and big trees surround a building whose size complements its neighbours, it usually can fit in, regardless of its design.</li> <li>• Make sure that the stormwater is directed to the Ottawa river close by and not running 40 miles through small rural towns flooding the brook and other private properties.</li> </ul>

	<ul style="list-style-type: none"> <li>• Maintaining and growing the tree canopy Real canopy trees on private and public space. Preserve and expand tree canopy</li> <li>• TREES, TREES, TREES--our streets are baking ovens with little or NO shade!!</li> <li>• I believe attractive design and quality landscaping very much go hand in hand.</li> <li>• Trees trees trees.. Green space</li> <li>• Adequate space for trees on residential lots, right of way and in dense hub zones, mixed-use zones, main streets and corridors to enhance shade, cooling, walkability, biodiversity in the face of climate change and extreme heat.</li> <li>• Preservation of the tree canopy.</li> <li>• Adequate green space between homes.</li> </ul>
<b>Waste Management</b>	<ul style="list-style-type: none"> <li>• Storage of garbage and recyclables in dedicated refuse buildings/sheds to bylaw service requests due to violating property standards/management bylaws. This would be my number one priority, then parking.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Minimizing street parking and the subsidy to homeowners when they are freely allowed to not park on their property.</li> <li>• Removing parking minimums, allowing parking in the rear of buildings, bike parking availability</li> <li>• Parking for all the units is NOT POSSIBLE GIVEN OUR NARROW DEAD END STREETS, NO SIDEWALKS AND REQUIRED DRAINAGE DITCHES</li> <li>• Ban parking minimums</li> <li>• Managing parking- must not include protectionist policies that prevent street parking around hospitals and make parking unaffordable</li> <li>• Parking should be available plus single family homes</li> <li>• Less parking!</li> <li>• Adequate parking for each unit</li> <li>• What is meant by managing parking supply - doe sit mean more bylaw enforcement, does it mean more or less parking). Intensification needs to stop in Westboro as there are no major arteries to keep commerce, people, goods moving. Its at maximum capacity.</li> <li>• Removing all parking minimums, broadly upzone the city and make it easier to build without going through lengthy debates on issues that are already a foregone conclusion if the Ontario Land Tribunal were to be consulted</li> </ul>

	<ul style="list-style-type: none"> <li>• EV charging stations in all apartment buildings</li> </ul>
<b>Parks and Open Space</b>	<ul style="list-style-type: none"> <li>• Ensure preservation of existing green spaces ; this very crowding housing lessens the space for new activities such as pickleball courts meeting noise bylaws .</li> <li>• Protecting existing green spaces (and not using them for development of recreational facilities).</li> <li>• Preserving current green space such as Centrepointhe Park and stopping the cutting of trees in that park</li> <li>• There are not enough green spaces (and I don't mean parks that are bare with just a play structure). We need green spaces that are in developments where the trees have not been cut down. Keep parts of established forests and build your parks onto those.</li> <li>• Preserving sun lines &amp; green spaces; stop planting trees under hydro lines.</li> <li>• Environment - native planting, rain gardens, removal of invasive plants on city easements and parks</li> <li>• Environmental friendliness e.g. Diverse and pollinator-friendly plants/trees, natural water/drainage management (green roofs, water holding vegetation), native/heritage and NON-INVASIVE species</li> <li>• I also want native plants and wildlife around.</li> <li>• Find daylighting opportunities especially in very densely populated neighbourhoods. Add green spaces and protect the existing ones even on private properties i.e.. Churches courtyards.</li> <li>• Building a central exercise park for our community to stay healthy and communicate with one and others</li> <li>• My main priorities are safe and accessible greenspace/outdoor space.</li> <li>• Green spaces, privacy.</li> <li>• Preserving the environment</li> <li>• Protecting the environment and helping to slow climate change.</li> </ul>
<b>Energy</b>	<ul style="list-style-type: none"> <li>• Energy retrofit and community renewable energy</li> <li>• A resilient electricity system</li> <li>• No to battery or Windmills</li> </ul>
<b>Health and Safety</b>	<ul style="list-style-type: none"> <li>• Prevent crime, addiction, and homelessness.</li> </ul>

	<ul style="list-style-type: none"> <li>• Unobstructed access of City and Emergency services (e.g. Ambulances, fire trucks, City plows, Garbage collection, etc.) On all residential streets, especially on dead end streets</li> <li>• Public safety</li> <li>• Create safe and complete streets.</li> <li>• Public health protections against airborne diseases should resume being a priority.</li> <li>• I would like my unhoused neighbours to have safe and welcoming places to hang out during the day or night without being targeted by police. I also suggest doing in-person outreach to survey them.</li> <li>• Ensuring safety for residents and pedestrians in neighbourhoods</li> </ul>
<b>Roads and Infrastructure</b>	<ul style="list-style-type: none"> <li>• The ability of already over capacity roads to handle new residents. To many new areas being built with no plans to upgrade infrastructure</li> <li>• Infrastructure that supports development / zoning</li> <li>• Infrastructure capabilities</li> <li>• Orleans needs more roads and improved transportation options before higher density is built, we are woefully lacking as is and extremely underserved.</li> <li>• Stop funnelling people to the 417</li> <li>• Having lived and walked on Tenth Line for many years I would like to see safer bicycle infrastructure. Bikes should have a lane up on the sidewalk. One very narrow sidewalk and no lane for bikes equals me getting hit by a bike, which has happened.</li> <li>• The streets need to be wider to allow better traffic flow and bike lanes. Traffic flow. Reducing vehicular traffic and increasing pedestrian and pedal powered traffic</li> <li>• Infrastructure. Sewer water roads</li> <li>• Road network and traffic flows</li> <li>• Traffic Control</li> <li>• Capacity of the main arteries for traffic and the supporting infrastructure- Sewers etc.</li> <li>• Ditch Maintenance (e.g. Cutting grass(the whole ditch, not just the first five feet) and cutting down trees that block street views and the ones that are leaning into the road(so tractors and semi trucks can get by without taking down a tree).</li> </ul>

	<ul style="list-style-type: none"> <li>• Reduce the infrastructure and services burden on citizens. Infrastructure for water and sewer must be able to handle the densification and loss of permeability</li> <li>• Traffic flow, particularly on Parkdale.</li> <li>• No visibility traps when driving and turning</li> <li>• Roads are not keeping up with the levels of new houses causing traffic jams.</li> <li>• Remove useless bumps, stand-ups, etc. On our roads. My experience is that drivers slow/ stop for animals crossing our roads. Drivers are more than responsible with people crossing our roads.</li> <li>• City put more resources to maintenance.</li> <li>• Increase in traffic, therefore road infrastructure upgrades are immensely important.</li> <li>• Adequate infrastructure is required to be in place prior to allowing development to proceed.to support</li> <li>• Ensure that proper infrastructure and amenities exist when building for densification.</li> <li>• Environmental Concerns. The amount of drainage with urbanization is concerning. My ward does not have the appropriate infrastructure to expanding building.</li> <li>• Safe neighbourhoods; good roads</li> <li>• More Sidewalks and laws to get people to use them</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>• Distance</li> <li>• Human-centered design rather than car-focused design - bike lanes, bus lanes, pedestrian safety, narrower roads, speed limits</li> <li>• Remove bicycle lanes and have more on street parking so businesses along streets like Bank St. Can have a fighting chance.</li> <li>• Implementation of active transport facilities near higher density development.</li> <li>• Park &amp; Ride options for public transit - if you can't park to take public transit you're much more likely to take your car.</li> <li>• Active transportation (e.g. Safe bike lanes)</li> <li>• "Managing parking supply" - We own a 2025 car, bicycles, many pairs of walking shoes and transit passes. I would like to "manage parking supply" by adding friction to driving and parking, reducing cars, and giving that huge amount of space back to people.</li> <li>• In the downtown areas there needs to be a great focus on pedestrians and less on vehicles, especially during winter.</li> <li>• More bike lanes</li> </ul>

	<ul style="list-style-type: none"> <li>• Cycling infrastructure - keep cyclists and drivers safe</li> <li>• Availability of efficient public transport.</li> <li>• Access to active transportation options</li> <li>• Walkability</li> <li>• More bike paths</li> <li>• Must have sidewalks on all streets along with bicycle paths.</li> <li>• Pedestrian and cyclists friendly</li> <li>• More transit, more WAAAAY more transit! More bike lanes!</li> <li>• Support for active transportation in the community is essential where density is increasing.</li> <li>• Cycling infrastructure</li> <li>• Access to safe cycling network.</li> <li>• Efficient, local &amp; cross-city suburban rapid bus transit.</li> <li>• Safer cycling lanes.</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• Heritage preservation should include natural heritage: wetlands, forests, and farmland.</li> <li>• Use overlays to safeguard our heritage conservation areas</li> </ul>
<b>Rural</b>	<ul style="list-style-type: none"> <li>• Preservation of RURAL communities, forests, wetlands, etc. So that sprawl does not ruin them forever.</li> <li>• Rural Zoning policies that are consistent and effective with respect to creating opportunities for affordable housing.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Consultation with neighbourhoods on all intensification developments.</li> <li>• Improve City's financial returns from development - improve the tax base and fee earning capacity</li> <li>• I would also like to see some legislation to reduce the current saturation of used car lots on Bank St./Highway 31 area most are warehousing unsellable cars.</li> <li>• Respect for provisions of secondary plans.</li> <li>• Enforcement of night time noise regulations</li> <li>• City not to be in bed with developers</li> <li>• Less Taxes!</li> <li>• Reduce restrictions on property owners for their property, current zoning laws are too restrictive.</li> <li>• Ban development charges</li> <li>• All of the above are priority 1</li> <li>• Some of these concerns are of equal importance. Should have designed this question differently</li> <li>• Easy access to permits for things like: local farmers market within BEL AIR community</li> </ul>

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|  | <ul style="list-style-type: none"><li>• Disarm By-Law</li><li>• These all seem interdependent to me so hard to prioritize</li><li>• Truth is I agree strongly with most to all of these things. But I want to see homeless &amp; drug addicts GONE.</li><li>• Reduce the overuse / abuse of site plan control to inhibit development.</li></ul> |
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## Appendix B – Responses to Question 10

**Question 10: Please explain your responses to the questions above. What factors influenced your opinion on increasing the height limit to 30 storeys or reducing the required transition area? (e.g., housing supply, neighbourhood character, infrastructure capacity, proximity to transit, etc.)**

Comments
The Official Plan is too restrictive when evaluating properties within the Mainstreet and Minor corridor designations. Properties should be able to be included in the corridor designation regardless if they front on the designated street or not. Height transition should be based on the corridor width. For example - the main street corridor extends 220 meters. If a residential property 2 blocks away from the corridor but within the 220 meters could develop to 6 stories instead of just four it would provide transition. The OP limits where this transition can take place by not permitting properties that do not front on the corridor to be counted as within it. Therefore making the transition policies impractical to implement at any scale. For this reason I support removing the height transition policies completely, or much preferred, permitting the full width of the corridor to be designated as such.
I think there should be no height limits within transit oriented areas.
Neighbourhood character. There should be a more gradual transition areas as height increases. Low rise bungalows to 13 stories with no transition is too severe. Living in a bungalow and having a 13 story building go up with no transition is unacceptable. 4 stories would be tolerable, then add transition areas as height increases.
I don't agree with 30 storeys.
30 stories versus 27 stories is fine, in my opinion. However, I believe the 30m distance / separation allows for better flow of air and sunlight. Without specifics, I can't say I agree with less than 30m (for example, the other question was specifically about 30 stories instead of 27; whereas this question is about 30m or some vague, lesser amount). Thank you :)
Higher buildings create longer shadows, blocking light and warmth to surrounding areas.
The transition area is clearly insufficient in a low rise neighbourhood. Who would want to live in a low rise neighbourhood with greater than 6 storey buildings a mere 100 feet away?

Would prefer more middle density and gradual transition to higher densities. High-rises of 3 stories are difficult and expensive to maintain in the long run. Rezoning more residential areas to allow more low and mid rises (for example, 6 stories) would allow for gentler density increases and more appealing neighbourhoods.

Most people do not want to live in or next to high-rises. We can achieve positive density by building smarter, lower, and preserving community greenspace and trees. The proposed zoning bylaw does not operationalise the OP because it is only concerned about adding bodies in tall buildings. The OP has major sections on Health, Climate Change, liveability, etc. These are ignored.

<https://www.buildingin.ca/>

"The BuildingIN team says their designs provide more density than most custom built infill, and fit more comfortably into existing neighbourhoods than high-rise buildings. (BuildingIN)"

The transition requirement might be reduced if the distance is used by green space only.

In fill and low rise densification is much more physically attractive and makes for a much more livable community than impersonal high-rises

Need more options for all citizens. Single homes are not the future . Need to density city and make communities 15 minute

There needs to be a longer transition distance to massive towers from smaller properties.

I live in rural area so I do not have the right to comment on last question

The separation should not be applied when the area has been identified for height. That decision is made, implement it. Implement to OP policy and not surrender valuable land.

I don't want skyscrapers affecting the quiet and tranquil established neighborhood. Increasing traffic. Putting a strain on utilities that are already maxed to the limit. e.g. water, sewage, drainage, garbage collection. The current infrastructure should be addressed, fixed and update before any development is allowed!

27 or 30 stories is not necessary to be built in proximity to transit as long as there is a bus stop in front of the building ergo: access to transit. I live in a 14 floor building with a bus stop in front. That's plenty. Build multiple of these max 19-20 high units through the city with more express routes. Too many high-rises not only block the sun but contain wind tunnels (like Toronto) brutal in winter for people. I am 15 minutes from dental, pharmacy, shopping, doctors.. What else do you need. People are spoiled and want to be everything and have everything right now. That said, I unfortunately predict the city will do what they want. Surveys are skewed in my opinion. I don't have any example of people having their voice heard in these matters.

Maximum heights to "protect" single low density family homes is classist and ridiculous. There should be no arbitrary maximum heights and no transition areas. Single family homes in the urban area near transit are severe underdevelopment which are drain on city finances. Open up all of Centretown and areas in proximity to mass transit to high-rise development. Restricting Centretown to 4-9 storeys is absurd small town thinking. Very few developers can justify redevelopment of Centretown properties while being restricted to low-rise products. The restrictive height limits in Centretown all but assure the dated low-density housing products in our urban core will remain indefinitely, while pushing density outwards.

Please do not change the characteristics of existing residential neighbourhoods.

The home owners in close proximity will be adversely impacted with 30m closeness. I just can't get behind that. Provide greater stand off distance. As for max # stories, if in the suburbs totally inappropriate to go beyond 27 stories. . Downtown dwellers have bought into high-rises and close proximity the suburbs have NOT. Loss of property value, quality of life.

27 storeys is already too high and 30 meters transition too narrow. Increasing the height of high-rise brings no guarantee in itself of the mix of housing options necessary to respond to the housing shortage. A transition of 30 meters towards low-rise neighbourhoods is insufficient to ensure sun/light exposure during the fall/winter/spring seasons. Infrastructure capacity and parks/green landscaped areas need to augment in parallel to increased density; not years thereafter if at all - and there is not enough funding to ensure this.

No definition of Mainstreet was provided for this survey question. Something that might be appropriate on Carling Avenue would not be appropriate on Innes Road in Blackburn Hamlet.

Increasing housing supply and affordability, increasing transit ridership, speed up redevelopment, and providing more housing options.

We are in a housing crisis not a transition zone crisis.

Increase density. Adding 3 additional storeys (from 27 to 30) makes no meaningful difference to those on the ground (its' barely perceptible to the eye when you're standing on the ground). We should be encouraging more density along main streets to make the most and best use of public infrastructure

Too high, too many people, more problems with waste, parking and less greenspace. It is better to spread people out more than stacking them creating more intensification in the rural areas.

- Why cap height at 30 storeys? We have buildings taller than that and we're only going to get more in the future. The highest density zone should be unlimited height and only permitted where it is best suited (downtown and transit stations)  
- The transition area is way to large. We already have apartments greater than 6 storeys within 30m of low-rise neighbourhoods and the world has not ended. The separation distance will only impede housing development and intensification where it is needed.

I disagree with permission for six-storeys adjacent to a residential area of 4 storeys, assuming a 7.5 m rear yard separates the two. Four storeys should be permitted at the 7.5m mark, rising at a steeper angle to the 13-storey mark as shown. This answers a question that isn't being asked.

27 storeys or 30 storeys are very tall buildings that create huge shadows and win tunnel effects, and do not promote a comfortable city feel. They create major traffic congestion unless you really achieve a much better transit system. Any height above 10 storeys should have a notable development charge to go into transit system operations or upgrades

We can't be afraid of tall buildings or increased density as long as adequate parking and roads are available

I used to live in Toronto, where this kind of gradual set-back was used for a long time, but it just ended up making a weird city scape with odd shaped buildings, as opposed to the buildings themselves having a gradual increase in height everywhere. I would like to see the maximum height increased everywhere around the transition area and let time dictate the transition itself.

Case-by-case basis depending on the city location & with local neighbourhood consultation. One size does not fit all cases. The Committees of Adjustment do NOT work in the interest of all residents. In the last three years, the Ridgemont neighbourhood has seen an invasion of rooming houses for which the Committee granted variances despite local opposition.

My community has been rapidly growing and the infrastructure has not kept up in any way. Traffic is worsening and adding more high density units before the infrastructure is upgraded is irresponsible. Schools are overflowing, hydro issues, roads need widening etc.

A 45-degree view plane between a high-rise and a single-family home blocks a lot of sky as it is and tall buildings close than 30m or at a sharper angle than 45 degrees would feel very imposing.

If a taller and more dense development can be constructed somewhere while not impacting abutting properties in the City, a developer should not have to amend the OP. Why cap the height or density and instead use other measures (such as FSI, angular plane, shadowing, etc.) to determine the appropriate height.

Will cause grid lock traffic, unpleasant living conditions. It's Ottawa, winters are harsh, people drive or take taxis. Delivery trucks are needed everywhere but they don't fly, so, more congestion. Astronomical increases in density are too much.

Our zoning needs to allow for sufficient housing supply to meet the current and future demand! This needs to be the primary driver that influences all other decisions. Any concerns about "neighborhood character", etc. need to come secondary to the driver of a lack of housing. And specifically 3+bedroom housing.

On CentrepoinTE drive high-rise towers are being built and they look ridiculous. This will lead to issues with congestion and parking. It adds so much shade to the townhouses across the street. I wouldn't consider CentrepoinTE drive a main street. Woodroffe and baseline yes but not CentrepoinTE

more housing should be the priority above all. why should a few residents take priority over 300 new ones? we should also be upzoning more in the 200-800m distance from main streets.

I think that more transition distance is necessary, 30m is insufficient and creates tall imposing main streets with the concentration of density, even worse traffic problems, a wind-tunnel effect and imposing non-human scale frontages. I am supportive of tall and dense buildings but having a 30m separation from the residential neighborhood with single family homes is wrong. The transition should be 100m or more allowing for medium density on more than the backside of the adjacent streets. the density should build up for multiple blocks from 4 to 6 to 10 and up toward the main street.

Consideration for existing residents and their property values is critical

Need more inclusive affordable units in all high-rises.

I live in a largely single storey family home neighbourhood that already has many large apartment buildings situated near transit stations (e.g.: Elmvale, Billings Bridge, Hurdman/Riverside etc.). Increasing that number would destroy the neighbourhood character and privacy that generations have moved to the neighbourhood specifically for. My Ward (Alta Vista 18) already has enough density; the city should use empty downtown buildings and lots as well as densify newly built neighbourhoods to meet density requirements. Do not allow developers to add 3+ storey buildings to single family neighbourhoods.

Neighbourhood character is important and a defining feature of Ottawa. In our neighbourhood built over 60 years ago, the infrastructure is old and needs replacing. Too many towers will overburden the infrastructure system. In addition, the province will add as-of-right minor variances for height, setbacks, etc. and the City planners will lose control over the Zoning By-law. City planners must take on the role of guardians of the City in this political context. Please use reason and common sense.

Questions and answer choices are structured incorrectly: the questions are worded in a way that the answer choices should be "Yes", "No", "Unsure". The proposed density will meet planning goals, but the zoning variance is radically outside current zoning. To add this density without building regional parking garages will cause massive congestion on streets. Property tax reduction should be granted to homes within 2 lots of high-rise developments.

We don't have enough transit options within our neighbourhood to support massive construction and massive population density

I am thinking more about the suburbs, you are thinking of putting potential 27 storey buildings beside family homes that have been there for 30+ years. And also, what is the definition of a 'main' street close to transit? Council keeps approving densification around Innes Road in Orleans when council approved the LRT to go down the 174. So, they are not in a walkable distance to 'transit' they will require more busses or cars to take them to the LRT, and the city does not have the resources.

Increasing the max story allotment on a building effects the nearby community. These buildings are huge compared to nearby single /two story homes. The current max height allotment is fine and should not be altered.

The height I'd agree with definitely depends on which streets these are going on- while it's definitely appropriate for downtown and some other main thoroughfares, it would also markedly change the character of certain other neighborhoods as well as completely block sunlight from adjacent homes.

High-rises should be permitted close to transit and on main streets. The priority of increasing housing supply allows for housing be to more affordable.

I am confused by the planning process. I find that using the same yard stick and set of goals for every street in Ottawa will bring sameness to the look of the city. What controls are there for style, architecture, heritage and greenery? Can population targets not be met by looking at wards from a more wholistic point of view and address infill in this manner? If a ward is already prepared to meet the population numbers with planned housing projects, then why change the zoning? I am concerned that given the changing climate, we are planning a city that will be miserably hot in the summer. I understand in this plan will allow for 1 medium sized tree per lot. What is that? Take down swaths of mature trees to plant what?

I support adding as much housing as we possibly can as our city continues to grow. However, I do believe it's important to add mid-rise housing too (anywhere from 5-10 stories) in favour of high-rise apartments where high-rises would be overly oppressive in suburban neighbourhoods.

High-rises backing on to residential homes blocks sunlight, disrupts the tree canopy, removes green space. The urban core is already dense; we must have livable neighbourhoods in the urban core. Build high-rises in the suburbs near the newly build transit stations that are actually in the middle of nowhere. Increasing densification in the urban core without increasing amenities is unwise: there are not enough grocery stores, no hardware stores, only 1 family physician office in the downtown core, hardly any green space....

30-storeys is too tall to be adjacent to single family homes.

There is already no shortage of appropriate locations and already existing developer proposals for high-rise buildings in Ottawa that are both close to high order transit (hubs) and removed more than 30m from low-rise neighbourhoods. We do not need to create more opportunities for such high-rise development adjacent to low rise zones. What we really need is more higher density low-rise and mid-rise development. Stop focusing so much on tall towers along Mainstreets. (except for the few obvious locations on wide arterial Mainstreets with deep lots (Carling, Baseline, Rideau, Heron....

There are so many options for building height transition, all of it seems unnecessary and the overly specific "angular plane" seems to be in place just to make it harder and more confusing to just build. I think limiting the plane to 30m in this case is a decent compromise, but I think the city should move towards removing as much of the building height transitions and angular planes and other complex but ultimately subjective height limiting policies entirely.

Small apartments can't support family accommodation, Go to Toronto as they have made this mistake.

30 is not materially different from 27. 27 is plenty. I would much rather more medium density (up to 9 stories) over a wider area that will deliver much more missing middle housing rather than an overemphasis on towers. High-rise density will not deliver sufficient housing choices.

Density and offering sustainable modes of transportation such as walking or cycling should be prioritized and seen as the golden standard, if we are to taking the climate crisis seriously.

A 27 or 30 storey building immediately next to a home drastically changes the character of the neighbourhood. I think there should be a larger transition zone in order to protect the existing neighbourhoods. Many of the neighbourhoods targeting for infill also have aging infrastructure that was never designed for this density of people. (sewer, water, roads, electricity). An insufficient buffer just creates conflict.

I don't live in the city

I think a requirement for a large transition area between low and high-rise housing is overblown and with some space I don't have a problem with it.

I have no reason to want to restrict the height of buildings if there is a demand for them. Tall buildings allow very high density which is necessary and preferred to continuing sprawl.

30m separation sounds good but I'm concerned it will be used to prevent development of tall buildings because there's no where to build that isn't within 30m of an existing property.

surrounding existing neighbourhoods with high-rises kills the neighbourhood. I am living this. You cast homes and blocks into shadow, you reduce the property value of a home that has potentially been there for decades (who wants to step into their backyard, in shadow, so that dozens of people can look out their window at you?). You also dramatically increase the traffic flow. People bought into neighbourhoods for a reason. They have invested hundreds of thousands of dollars, perhaps more...and then a massive building goes up behind them

Low rise low density and high-rise high density should be significantly separated from one another and high density must be located in close proximity to parks ,open space and recreational facilities and opportunities.

Thank you for the sketch, which demonstrates how inappropriate it would be to have such tall buildings so close to houses. Having looked at what planners have designated as Mainstreets the height is too great for many of them. For a few seconds, the idea of shoving huge apartment buildings into existing neighbourhoods seems a great idea to quickly offer more housing. But planners should consider longer-term impact of this sledgehammer approach; that is, overall will this help the city or not ? I know that in this neighbourhood those of us who can afford to move will do so, which means many upper middle-class residents will start considering moving to the suburbs rather than have tall towers close to us and the abrupt increase in traffic, population density, ugliness, overcrowded schools and rec centres and to have sunlight and tall mature trees replaced by big slabs of concrete and huge areas of shadow. Isn't this exodus of middle class families to big lots in the suburbs exactly what cities try to avoid ?

Minimizing restrictions to facilitate more building options is a primary factor. I think transit proximity should not be a primary concern. Transit should be modified as needed to accommodate demand/population pockets, not the other way around.

The city needs more housing so anything that removes barriers to increased density are encouraged. The 30 m transition zone is likely to limit as-of-right densification so I am opposed to it and would like to see it reduced, or the maximum height in that zone increased. However, it is still in the right direction.

Tall buildings cast long shadows. I would prefer three or four stories allowed everywhere rather than tall buildings sticking up out of 2-story neighborhoods.

Assuming the cost to rent or own will be attainable by the average worker withing the City having the higher building will allow for a greater housing opportunity. This will assist in reducing vehicle traffic and congestion even if only 50% of the time, as some folks will likely work outside of the transit area, this will also make transit more attractive - assuming you can get where you are going in a timely manner

Why don't you have a "definitely disagree" option?? High-rises - whether 27, 30 or more storeys should be near major transit station areas - not in existing communities unless they are near MTSAs

In my opinion, 30 stories would provide more housing supply but, reducing the transition area would negatively affect neighbourhood character.

I'm very concerned about Ottawa's lack of housing supply - especially in my ward (Centertown.) I really love this area and would like to eventually raise a family here. But the housing costs are out of control. Even as a very fortunate public servant, I'm not sure I could ever afford a 750,000 1-bathroom townhouse!

I am NOT concerned about neighbourhood character. Cities need to change to meet the needs of their citizens, and right now citizen need somewhere to live.

I believe it is too little distance for the transition zone. It should be more. Especially in neighbourhood that do not have the O train such as Vanier.

Build too high and too close together and you make it very hard to allow for services e.g. medical in the area

Lots along main streets in Ottawa are typically not very deep. While the plan will, theoretically, allow for significant increases in height along main streets, the existing lot sizes will significantly reduce the number of high-rises that can be constructed, without having to do time consuming, risky and costly land assemblies. Giving more 'as of right' height allowances for shallow lots would be more effective.

Although I agree with the concept of greater height in hubs and along Mainstreets, I am not convinced that 27 or 30 storeys is needed to achieve levels of intensification comparable with other cities providing efficient use of infrastructure and supporting transit. Few lots along Mainstreets (or in hubs) are sufficiently deep to support 90m tall buildings.

shortage of parkland and recreation facilities and generally poor transit capacity

Increasing the housing supply should be the city's top priority right now, so maximizing the ability to do that while planning neighbourhoods responsibly should be the goal.

27 storeys is already more than enough.

Once it's over 10 storeys, it hardly matters. 30 m transition is inadequate if the new building is over 6 storeys - a high-rise just doesn't make a good neighbor or neighborhood

I am primarily concerned with maximizing the amount of housing stock available for residents.

I am in favour of increasing density in urban areas. I am NOT in favour of expanding the urban boundary.

The change in height is difficult to evaluate. It seems relatively minor, but I need examples to understand the difference. 30 meter transition distance does seem more than ample, but there is an amount that would be insufficient.

... but then you reduce or remove transit options on those main streets! I don't see anything that encourages the building of high-rises along main streets in Orleans or other places where sprawl is happening right now. There are too many high-rises in Ottawa right now. If you are going to increase the height of new buildings you have to increase the depth of underground parking, none of this "payment in lieu of parking" stuff.

High-rise buildings can block views and/or sunlight. Exceptions for height should be made for buildings that are within a block of an O-Train station.

once we are at 30 storeys, why have any limits? Cheaper to build up, same footprint.

The building should not be more than 6 stories in all of Ottawa. tall buildings cause issues to neighbouring homes. wind loads increase in area. The congestion of people is too high especially for traffic considerations. tall buildings cause shade over houses near by. Tall buildings are a problem when there is a fire. if there is a war these buildings are first to fall and kill the maximum people.

While I support high-rise in area within 500m of the transit station or next to areas zoned commercial. It is not reasonable to create that much shadow on low rise residential buildings, especially where there are established trees.

The 30 metre transition is much too short of a transition to a 90 metre building. Suggest the mandated transition be equal to the building height being proposed. In other words; if a 90M tall building is proposed, then the minimum transition distance required is 90M. If a 60M tall building is proposed, then a 60M minimum transition is required, etc. etc....

I live in Old Ottawa South, and I do not think it is appropriate to change the zoning of Sunnyside Avenue to a Mainstreet so that high-rises can be built. The street is in a heritage neighborhood that needs to be protected from overdevelopment. The City has not improved the street in 25 years since I have lived here. The City cuts down trees, doesn't repair the road or sidewalks and has added bus traffic that is not well used. I want to be on a liveable street not a dangerous one in a 15 minute neighbourhood.

There are areas where the 30m is 'just enough' and any less could not only completely overwhelm individuals living in adjacent low rises (block view, block sunshine, create wind tunnels, etc.) but entire city blocks surrounding the high-rises. Some consideration needs to be placed on this. For example: a high-rise built in front of the Museum of Nature will destroy the neighbourhood for several blocks and cut off the special connection people have to that beautiful building, giving the privilege of that sight only to those living in the new building and immediately around it. There must be other places in the city where the organic relationships should be considered as well when approving high-rise buildings.

Housing supply is an issue and increasing the height limit can help. A transition area is essential for residents in order to keep a certain quality of life.

Should Maximise available housing, it is very unaffordable as a younger person.

High-rise buildings should not exceed a height of 10 storeys. Very high buildings obstruct views and sunlight, are dangerous to evacuate in case of power outages, are less human-scaled, and are not environmentally friendly. If setbacks are defined as 30 metres, this area should be well treed, and the transition to the higher-level buildings should be gradual (2-3-storey high buildings at the start of the high-density point).

High-rises where they are 27 or 30 stories degrade the quality of life of the street and make these gathering places in these locations unhospitable. (Parkdale and Wellington, Most of Lansdowne, Richmond St west of Island Park. Blocked view of the sky, shade and a lack of sun, wind tunnels, hard reflective surfaces all detract from community and gathering spaces where people connect and interact. Less stories more set back. The current plan is to ram as many people as possible into one space without support the life blood of that street. Reduce the number of stories and create a bigger set back. Hintonburg is losing its main street to this type of hard-pressed development.

More density is needed in our cities and more density is needed throughout our cities. Transition distances can sometimes create very odd design decisions for setbacks etc. which seem unnecessary.

30 storeys does not promote sense of community, casts shadows and creates wind tunnels. Copenhagen has excellent examples of creating a 15 minute walking community and increase mix use infrastructure

While I understand that people in single dwellings may not appreciate having a huge apartment building nearby, concessions must be made to increase housing in urban areas where they are better supported by infrastructure. However, ideally this would be balanced by numerous parks and green spaces and trees.

Height and transition areas should respect the existing neighbourhood

The current infrastructure, although getting some updating thanks to the train, is nowhere near adequate to support the influx of people - especially in long established areas like Petrie and around Place d'Orleans. If high-rises must be put in then keep them in and around the mall or up off Innes Rd, do not add more and more so close to the green path or especially near Petrie island. The three high-rise buildings there now have already negatively affected the esthetic of the area.

I live in an older established neighbourhood in the west end. The only thing that 30 story apartments would do is block our sunlight and increase congestion on already overtaxed roads.

Previous planning considered a 45 degree angular plane for height transition. In my experience (primarily with developments planned at Hazeldean and Carp Rd area), that concept drew a lot of criticism for allowing high-rise buildings too close to a low rise neighbourhood. This 30 metre transition to a 90 metre tall building is much steeper than the 45 degree angular plane and would be worse for the low rise neighbourhood. I think that a big part of the problem is that Hazeldean Rd, west of Carp Rd has been designated Mainstreet, when it should not be. There are no plans for LRT near this site.

I am very concerned of potential replacement of townhouses backing onto Baseline in CentrepoinTE with high-rises (e.g. on Covington) That is not in keeping with the neighbourhood design

30 metres is a very small distance and could mean that neighbours have their sunlight completely blocked by these high-rises.  
The City should focus more on building 6 storey buildings over high-rises. These are more 'human' in scale and provide friendlier neighbourhoods.

I would prefer the density by in the downtown areas, or where these towers would be, rather than overbearing on the suburbs

30 and 90 meters is still too prohibitive to incentivize more housing. I would cut the proposed distances in half.

Basically, the rick developers get what they want, and every set of rules are broken

Make use of the LRT investment. Build more affordable housing. Reduces carbon footprint by encouraging use of public transportation.

The transition area is way too unforgiving imo. It should be much smaller than 30m, we need to stop letting people's worries about "shadows" and "sightlines" stand in the way of the actual changes that we need to become a well functioning-modern city.

The higher the buildings, the less light gets into the neighbourhood. The densification on Wellington/Richmond Road is creating super dark areas

We have a significant housing shortage and its more sustainable to close this gap through infill than expanding the city boundaries. This should be the priority.

I don't believe buildings need height transition areas. It's fine if a tall building is beside short building, this is an arbitrary aesthetic decision that has an outsized effect on potential density of buildings/neighbourhoods.

I wish we allowed mid-level density across the ENTIRE city, but if that can't be the case, then I support making high-rises as tall as we need them to be to house more people. More people mean more neighbours, more business and culture supported, more people close to jobs and transit, and a more lively and safe place to live.

I made my choices based on neighbourhood character and keeping good distance on a transition area to low-rise zones not less than 30 metres.

I have traveled extensively internationally, most recently across Scandinavia, and I've noticed the most livable cities are the ones that don't have extremely high apartment buildings. Most are quite dense, but I would guess the average height is seven or eight stories high. My sense is that the transition is insufficient for 27 stories because that height would block much light look at the market area for example. On George Street between Cumberland and Dalhousie there's been increasing density and old condominiums like 160 George Street have buildings adjacent that were never anticipated.

Don't want to be a Toronto city

We're currently in a Climate Emergency - to me that means that we should take seriously our intensification, 15min neighborhoods, proximity to transit for the most number of people, so going up in height is a definite option - even higher would be OK with me. I would look to other cities with much greater density and yet are very livable - Madrid for instance)

We need to limit our overall land footprint in Ottawa. By building more compactly, this would allow more people to live closer to key amenities such as: public transit, shops, grocery stores, etc... This also means there would be less car ownership that would cut down on greenhouse gas emissions.

Furthermore, we could use parks or green spaces as transition zones between high-rise and low rise areas and increase low rise density to 4-8 stories. This way we boost density while also increasing access to parks and other recreational places.

Building heights are not a concern, as long as the transition area is large enough to allow sunlight to enter each and every resident. I am worried that the 30 meter transitional zone would not be large enough to meet this standard. I would not want to live on a property that never receive direct sun rays. So, in my point of view those properties are now worth less than before the new addition of a high-rise. The transition zones should probably be at least double of the proposed new building height.

Ottawa is a finite area, we should be over building (more stories) our new high-rise buildings to future proof our housing needs. We need to keep the development of new subdivisions and housing projects off of valuable farmland, that we can use to feed our families and communities, as well as selling the crops that come off to help fund and support our future building projects.

Ottawa is now a large city of 1 million people. The old attitude of this being a small town/big city is over. We need dense housing near transit, and a lot of it. This includes reworking existing neighbourhoods to insert tall buildings. And putting those along main streets is an excellent way to do this.

The impact of 30 storeys will not be any different than 27 storeys.  
The 30m transition area is critical to try to maintain the livability of the low-rise residential neighbourhoods that will live in the shadow of these buildings.

We must increase housing supply in the city. These height increases should not be limited to along Mainstreet corridors. Depending on the area, 30 storeys may be too much or not enough.

#### Housing supply

27 metres is already too high for a main street and 30m is not nearly enough of a transition zone. It should be at least a 75m setback at that height for a Mainstreet to allow privacy, light and overall liveability to adjacent lower density neighbourhoods. High density development should follow common best practices for the principles of nodes and corridors development. Nodes (I.e. LRT stops) should have the highest heights and densities and have neighborhood plans to determine the overall form and function of development within at minimum a 5 minute walking radius. Corridors (I.e. main streets) that only rely on bus service cannot handle high densities from a traffic / transportation or community focus and function and equitable amenity opportunities that nodes do. A tramway improves this but the math of a "linear community" doesn't function wholistically (I.e. liveability) like a nodal community, so high densities and heights should be de-emphasized and remain at a medium height of 9-12 stories between nodes.

The height proposed is too high and makes for wind tunnels and totally changes the character of the neighbourhood. Look to Rome or Paris where consistent 4-5 storeys provide such a wonderful neighbourhood feeling. These heights also completely shut out sunshine on the surrounding buildings which is unacceptable. Finally, the increase in population as a result of these 27 storey towers cannot be supported by the adjacent roadways - Parkdale Avenue is a parking lot already! You can't assume everyone is going to take transit. The basic premise of allowing these high-rise buildings on Main Streets is wrong and completely outdated.

Creating all high-rise buildings on main streets sets up the conditions for urban /suburban segregation. More people will opt to move away from these high density cores in an effort to escape the congestion. This will increase commuting traffic and carbon emissions. Instead, transit needs to better serve all neighborhoods, and rather than giant towers on main streets, more mid and low rise buildings need to be peppered throughout all neighborhoods. This is a truly inclusive way to build.

27 stories is already much too high. Look at Paris: compare the area inside the old city walls with the area around La Defense. The former, with a max height of 6 stories, is a model that the rest of the world envies and is sufficiently dense to support a substantial subway network. The latter, with skyscrapers, is a barren wasteland where no one goes unless they're forced to for work, everyone leaves in the evenings, and (despite having multiple rail lines supporting it) is overwhelmed when it comes to transportation. We should be targeting a livable city of no more than 10 stories, and preferably 6.

I'd need to see more drawings or video or etc. to get an idea of what this would be.

30m is too close to low rise lot line, I think it needs to be more gradual, i.e. 10 storeys within 30m, 20 storeys within 60m, 30 storeys within 90m.

The difference between 27 and 30 is negligible. I'd even support a higher height than 30 storeys. Just so long as a wider transition area is part of this.

I live in rural area so I can't speak to that issue

The term "main street" is very different from area to area. In our area, rows of very tall buildings would \*KILL\* the walking nature of (in our example Sommerset / Wellington West / Hintonburg.

The inclusion of the transition zone is obviously an attempt to have certain types of buildings approved as of right to look good on paper, but that in practice results in much less construction of new housing. I can safely assume that the lack of "transition areas" will mean that in fact most of the areas designated as main streets, which should have the 90 metre as of right, won't, because these will not be in place in enough areas around Mainstreets to allow for the as of right development to take place. It would make much more sense to simply upzone everything to allow for gentle density in "low rise" areas, which would create natural "transition areas" to more high-rise areas.

If it's going to be a high-rise than 27 or 30 stories is about the same impact to a neighbourhood. However, the distance from low rise housing makes a huge difference especially with wind tunnel effects

I think the 45 degree increasing height in the transition zones from the lot line up to 30m with height max of 100m (30 Stories) is the best option allowing consistency between properties, adequate setback and covers 95% of applications reducing the cities administrative burden and allowing a greater range of future proposals as-of-right.

Three extra storeys is not a problem ... the transition area is already small, it should be no smaller.

I would be concerned about such density increase while our infrastructure, routes and services, water drainage etc...are probably not adequate to support it. Also, I am not sure we need so many apartments in Ottawa.

High density housing should be built in an entirely different part of the city where there is no low density housing.

Ottawa has now built so many expensive UGLY high-rises that do NOT solve housing issues. This city is becoming truly ugly. Please impose height limits and esthetic standards so we don't have to look at these butt-ugly buildings!!!

Having lived for several years in large European cities with significantly better walkable neighborhoods I support the increase in building and housing density. We need more services such as third spaces (coffeehouses, pubs, public spaces etc. ) within easy walking distance of homes and apartments. Ottawa needs fewer big box stores and less zoning that separates living and working areas which increases the need to drive everywhere for nearly every trip away from home. Buying basic groceries and other necessities, milk, a loaf of bread, should not require the use of a vehicle and not even public transport. All basic needs, socializing, relaxation and health should be within a short, safe walk. This may sound like a tall order, but many European cities have abandoned the car-centric approach to urban planning, and Ottawa can too.

This entire question seems designed to solicit anger from NIMBYs. The premise is ridiculous.

Unlimited density near transit is the norm for major cities. We don't need transitions or setbacks built into our zoning bylaw. It is outrageous that our city has maximum 3 storey zoning within a five minute walk of major transit stations like Tunney's and Carleton University.

These height limits should be scrapped or be far more generous and we should expand the range of what we consider a transit zone. If it's within a 15 minute walk of an operational LRT station, it should be zoned for higher density.

Zoning is too restrictive as-is. The market will provide adequate housing if people are allowed to build. The proposed changes are too conservative, remove the limits entirely.

Answered can neither disagree nor agree to the first two because I am unsure of the effect of the transition area. I would somewhat agree that the 30m transition would be suitable as that seems like enough space. I do not think that the maximum height limit will help increase housing supply, as it limits the amount of units that can be put on a single lot. I definitely would support increasing the maximum height limit to 30 stories in order to increase the housing density and supply, and I would somewhat support decreasing the 30 m transition distance, as I don't know if 30 m is too restrictive of a transition distance.

Another 3 stories seems like a reasonable compromise.

If the high-rise is designed with tower separation, setbacks, and good design controls, 30 metres might be ok.

But if the tower is slab-like, without thoughtful design, 30 metres will be abrupt and imposing.

It would be interesting to hear what an urban planner has to say and the following questions should be answered:

Is the 30-metre transition measured from the actual tower face, or from the lot line (which might include parking or landscaping)?

Are setbacks, greenery, or amenity spaces being used in the transition zone?

Will the tower block sunlight to green spaces during key times (e.g., afternoon or evening)?

More housing is good

We are in a housing crisis. The rent is too damn high. The cost of living is too high. We need to cram in as much housing as possible to bring down housing prices to reach affordable levels. Neighbourhood character always changes and doesn't need to be preserved. People can deal with tall buildings. Lots of people like to live in densely populated areas like Toronto or NYC. Density is cool and good. In general, people can live near tall buildings and that's cool and good.

I would like to see commercial space in the bottom and residential space of the high-rises in the plans, to allow for convenience for the occupants and enabling small businesses. The height difference between 27-30 stories is a moot point, in my opinion the transition area does not need to be tampered with - I would gladly see a high-rise across the street, or additional housing density near the transitway. Infrastructure capacity should follow once the demand increases, or to have a phased approach to increase infrastructure with the city approval of major high-rise projects.

Height limits and the transitions arbitrary are restrictions on new housing. There is no reason to restrict these developments to main streets other than to appease NIMBY's.

Access to sunlight is a health and aesthetic concern. Additionally, given climate derangement concerns now in play, I worry about wind-tunnel effects.

Having a transition area is the stupidest thing I've ever heard of. We're literally in a housing crisis. We should be making use of all the land that we can. Who cares if some houses are in a shadow for part of a day?

The city should be very careful in allowing high-rise apartment buildings close to established neighborhoods

30-storey buildings and transition zones of less than 30 metres will make neighbourhoods darker and create wind tunnels when the buildings are built facing each other on opposite sides of main streets. While I understand that increased densification is necessary, building more developments with a maximum of 4 to 6 storeys would be far better for the residents of those buildings and members of the surrounding neighbourhoods. Being able to see a decent amount of sky when you walk down your street, to enjoy sufficient green space around your building, and to get to know your neighbours in your modest-sized building would probably help the development of community and enhance mental health.

Building more housing to solve an affordable housing shortage is like printing more money to solve poverty.

Unless you are specifically listening to those of us in poverty when we tell you what we need to access housing, you are not actually fixing the problem at all. You're just gentrifying and pricing us out of our homes.

I do not support new building AT ALL if it is evicting anyone. This absolutely should not happen and will carry a death toll.

The amount of housing is not as much a concern for me as the affordability and accessibility of housing. I also think it would be advisable to look into sound pollution and its effects on public health when making this decision. I also think that we need a bylaw mandating all landlords have fire escape plans for disabled people when the elevators shut down during a fire alarm is essential before approving anything. Currently there is nothing ensuring I live or die. I think we also need a mandate that half of all new housing (at a minimum) be below market rate housing, and a third needs to be affordable to someone on Ontario Works or ODSP. Otherwise, having housing vouchers and other guarantees of housing for us is essential. All of this, for me, is life or death, and is not as important as the above questions. But I have no problems with density itself, provided accessibility and affordability is GUARANTEED.

None of our neighbourhoods need high-rise condo buildings. The fact that developers are allowed to build monolithic condo towers to solve our housing issues shows how developers are driving the planning process. A proliferation of high-rise condos (Luxury ghettos) has not worked in Toronto or Vancouver.

I feel strongly that 27 stories is too low, that 32 stories would be more appropriate in many areas and even higher in key locations.

Is there a typo on this page? You're saying 40 storeys is the height limit in the Official Plan. Why would we decrease the height limit to 30 if our goal is more affordable housing supply?

Housing supply is the number one issue facing this country. Neighbourhood character is a phrase invented to create exclusivity at the expense of young and new Canadians.

There are numerous cases of people wanting to preserve unique buildings in their neighbourhood that were extremely controversial at the time of construction. Because of this, I personally find concerns over the neighbourhood character are quite overblown. Increasing height limits and reducing transition distance will help increase housing supply and density in proximity to transit and allow for better economies of scale for municipal infrastructure.

The transition would be less drastic if we didn't go directly from high-rise to low rise zones. We need mid rise zones and to lift high my restrictions so there is gentle infill and no need for transition planning.

We are in a housing supply emergency so allowing more housing to be built is a no brainer. It also means more people will be close to businesses and transit. Higher ridership for transit allows higher frequencies which improves transit quality. Higher percentage of active/public transit customers for businesses improves business because it means they have to lease less parking

Housing supply needed; greater density needed to support local businesses

We are in a housing crisis. There is no place for artificial building height limits based on feel good sentiments of "it's too high" or "it's too close to me". Those type of knee jerk reactions do nothing to further assist the city in building more housing supply in the urban core. Housing density is desperately needed in the urban core where communities are already built.

Definitely housing supply, and also the fact that there's next to no noticeable difference from the ground between 27 and 30 storeys. The required transition area is a bit restrictive in where these buildings can actually get built. Neighbourhoods will change and that's okay.

I don't see a difference between 27 and 50 story building - both are very tall, so why stop at 27.

30 meters set back is a joke - anything less than one kilometer is going to put the private lots under 24x7 surveillance from above with no place to hide.

I agree urban density needs to increase. What is missing in your questions here is how to give back street-space to the residents. Having spent much time in European cities (work, family, travel) I feel like Ottawa is densifying (following European cities) but is not serious about densifying transit and giving back lost space that keeps being gobbled up by roads and cars, back people. If you are going to densify (evolving living space), then you are going to have to evolve transit. You can't do one without the other.

In the context of a housing emergency, the city should prioritize infill housing in amenity rich areas, especially close to transit.

There should be no height limit on buildings in any area of the city. There's no need for a fixed limit set by the city. Developers will build buildings people want to live in or else they'll go out of business. Some areas - near large employers like hospitals & universities - will become very dense and other areas will be less dense. There's no need for the city to micromanage them.

The city needs to focus on allowing medium density housing and missing middle housing in existing suburban areas. The framework as proposed will not solve housing affordability. Cities like Toronto have experimented with this approach, and it only leads to further segregation of income groups, inaccessible communities, and a horrendous “Manhattan effect” where few towers are surrounded by low density sprawl. The city should allow more widespread medium density housing rather than having small segregated high density zones.

27 or 30 story buildings are unlikely to build a sense of community in the areas where they are built. Residents will live in silos. The Mainstreets where such building would be built will become culture-less wind tunnels. Though there could be argument for this type of development in the downtown core, inspired by Chicago or Manhattan, low-rise neighbourhood Mainstreets would benefit more from European inspiration; 6 storey mixed-use buildings like in Paris. Integration of 2-3 storey mixed-use buildings within existing low-rise communities can not only disperse intensification, but also provide more economic opportunities within communities.

The City of Ottawa is currently in a housing crisis, evidenced by the homeless in our streets, and the unaffordability of housing for many young people. The absolute priority now, must be to build as many homes as possible, even if there are effects on things like 'neighborhood character'. These increases in height limits and reduced transition area are a good step in that direction. Although I also believe more needs to be done to encourage 'missing middle' development in all areas within the greenbelt. Ottawa is not a suburb, it's a growing city. Council should also consider allowing development in the greenbelt along transit lines in coordination with the NCC.

#### More housing

We shouldn't limit potential density and increased housing potential by restricting to 27 floors and 30 m transition zones. In many situations extra 3 floors or less transition zone is acceptable compromise to increase supply and promote the density we need

We just need more housing in any capacity. However, a minimum of 30 metres between low-rise and high-rise is reasonable considering the drastic difference.

Stop trying to cram-in so many people in one spot with giant buildings. This creates chaos for rush hour. As well - parking for these buildings NEEDS to be at a minimum of 2 parking spaces per unit. As people have several cars per household.

We are a G7 capital, we should act and build like one.

We have too many tall buildings going up as it is. I think a little more creativity and variety would serve people better.

A large transition zone is known to make many housing projects not financially viable and is going to worsen our housing crisis. It also forces units in the apartment building to have odd layouts which reduces the family sized units. We need to reduce the transition zone size as much as possible

No where in this do you highlight how you will deal with traffic and congestion. They want to build buildings like this at Viewmount and Merivale, where that intersection already has SO MUCH congestion (not mentioning the rest of Merivale that is always congested). The study a number of years ago showed over 1000 vehicles in ALL 4 lanes during peak times (between Family Brown Lane and Viewmount). So, unless you can force the people buying or renting these apartments to not have more than 1 vehicle or ZERO vehicles, then maybe this could work. But every household now a days has a minimum of 2 vehicles. If each apartment is only getting 1 spot for parking, where are they going to allow these other vehicles to park? I already have issues with parking in my neighborhood, especially in the winter when they don't remove their vehicles from the road on a "snow day" - and you expect it to be different than what we are already suffering? I would not want this built in my neighborhood. Not with all the added congestion on the roads.

These questions are confusing, I support allowing 30 story buildings everywhere, the evidence is clear that this will increase housing supply and is a necessary measure to address the housing crisis. I do not support concentrating most new housing on the edge of existing neighborhoods, there is no evidence that concentrating densification on main corridors, especially with high traffic volumes, is good policy. It exposes the most people possible to negative externalities of busy roads, higher air pollution, rates of respiratory disease, higher noise pollution, high risk of being hit by cars, etc.

I don't really see the purpose of the "transition distance". Main streets should be high density. If there are low density areas behind the main street, so be it. I would actually argue nothing within the urban boundary should have protected low density- we should be transitioning to medium density as it's better for city services (both ease of provision and cost effective) better for community, and better for the planet. Stop protecting single family suburbs.

We need more housing and setbacks and height limits are examples of the kinds of tools used that have limited the creation of new housing that is critical to solving the housing crisis. When people look at nice old apartments, they don't see setbacks. In fact, those setbacks would have prevented those same nice old apartments from ever being built. Get rid of the setbacks and height limits, or substantially loosen the limits. We need the housing supply, full stop.

Why stop at 27 vs 30 storeys? To someone standing on the side of the road, or someone with a house nearby, there's absolutely zero difference. Even 40 storeys would be indistinguishable. We should opt for building more to fix the housing crisis, not restrict ourselves with meaningless restrictions in the hopes of placating people that would oppose a 4-storey development. Stop holding back and get building. I'm for 50+ storeys, and little-to-no transition distance.

I do not think that high-rises of 27 storeys vs 30 storeys (or for that matter, 40 storeys) are all that significantly different from each other in character, and so the additional housing supply is well worth the added height in any case where the infrastructure is available to support that capacity. I am less certain of what a 30m transition zone 'feels like,' but I suspect that having a gradual transition zone with mid-rise buildings separating high-rises from low rises is more important for neighbourhood character than the height of the high-rises is.

Personally, I don't see the need for a transition distance at all

We have to respect the original neighbourhood and infrastructure capacity, and therefore increasing to 30 storeys or reducing the transition area is pushing the boundaries.

I don't see the need for a transition zone. Housing crisis means building more homes everywhere. Higher apartments and condos allow for more housing to be built. I don't really care about rich homeowners getting shadows or whatever on their back yards while we have people living on the streets because housing affordability is worsening.

#### Housing supply

30 stories are skyscrapers, which are appropriate for downtown intensive residential and commercial neighbourhoods. Tall buildings block light, make for depressing streets for all pedestrians, and INCREASE ISOLATION in neighbourhoods. Neighbours in tall buildings rarely interact or know each other, crime increases, isolation increases. We need low-rise buildings to have community engagement, help citizens' mental health, not block out the light for plants and people. Otherwise, you end up with Manhattan. Keep tall buildings downtown. Until that is developed properly, do not spread them elsewhere, where they become a scourge.

The way the traffic is already a hazard for pedestrians (Parkdale and Wellington), I don't see how the neighbourhood is going to survive the pressure of a higher density of population. The quality of life in this neighbourhood is already affected by the intensity and noise of the traffic. Furthermore, the higher the buildings the stronger the drafts. Streets become wind corridors like on Sparks and other high-rise buildings streets. Toronto is horrendously cold and dark because of the high-density tall buildings. Is that what Ottawa is going to become? We have to find a balance instead of going to the extreme. The project of 30 storeys buildings, even 27 storeys kills the neighbourhood village spirit that we have. Quality of life is most important.

30m for 30 storeys seems like a good transition region, but the transition itself is ludicrous. You gain half the height in the last metre? Ideally it would be a sort of parabolic arc joining the two endpoints, but if that's not feasible then you should at least make the transition line steeper.

Intensification does not mean more height, more low rise neighbourhoods, less single units built

I believe that high-rise buildings have a negative effect on communities. We are missing middle housing in Ottawa, and I would like to mid-rise construction be prioritized before more constructing high-rise buildings. Buildings of lower scale allow children to see their friends playing in the park and as a result they will choose to leave their home and play with their friends. This effect is lost when high-rise buildings are created.

I would also suggest reviewing what Chicago has done in their downtown. The majority of the truck and heavy traffic occurs below the pedestrian level. This allows deliveries to be made quickly and efficiently all the while allowing pedestrians to travel freely and safely.

You don't care about existing neighbourhood character, Infrastructure capacity as long as a bus runs down Baseline once every 15 minutes you will forsake all that is important to our communities.

We desperately need more housing supply if we are to lower housing prices, and housing prices is such a large factor that it affects or even overwhelms every other concern. Those living near new high-rise buildings can benefit immensely from the new development because of all of the wealth it'll bring to their local community, as new people move in. Study after study shows that new developments next to lower density old developments tends to substantially raise the value of the old developments, so anyone who finds living near a high-rise intolerable can sell their house for far more than it would've been worth otherwise and move somewhere more suited to their tastes. Also, high density is great for transit and infrastructure. We could spend far less money on transit and infrastructure per resident if those residents lived closer together. Also, businesses in the area would benefit from the increased foot traffic from the people living at the new developments. As foot traffic increases, new businesses become viable that couldn't have survived with the older lower density. This helps bring vibrancy and character to a neighbourhood.

This will further destroy the character of the neighbourhood. We did not buy our house to live next to dark overshadowing towers. The neighbourhood will be even more dysfunctional as there is not enough infrastructure or roads to support all the extra people due to the new towers already built. The proposal destroys neighbourhoods. We are seeing it already with towers along Scott St. Stop.

most the lots near transits are going to be small. I support a transition distance of less than 30m to low-rise zones. Otherwise, most of the land inside the city will be too small to build any low-rise which will end up deficiating the Official Plan to allow more houses to be built near the transits.

Height: We only seem to think about high-rises when we think density. We could infill/build medium density buildings (similar to Montreal, where I am from). It seems Ottawa is always about either tall buildings or single family homes.

Transition: I do not have any science to back this up, but making the transition narrowed does not seem like it would be a great place to live along the facade that is closest to transit, etc. The noise alone.

You're asking the wrong questions. What I care about is the city forcing the new developments to include LOW COST rental units in abundance.

The higher we go the more people we can house hoping this will drop the present price of renting as it is absolutely eating up my paycheck, I'm basically working/living/existing to pay rent with little left to buy food.

Maximize transit area densities

I do not think condo high-rises are the answer, and I don't think a few floors will make a difference, though the height doesn't bother me. Many people don't want to live in condos, most condos are owned by private investors and rented out. none of this will change housing price or cost or supply since so many sit empty or struggle to sell. We need mixed use, mid rise buildings with a variety of unit sizes. That is the key. Look at Europe's density, they don't do high-rises, and they have millions in city centres and they feel like beautiful places to live. I don't understand why this is such a hard concept to grasp in North America

Housing is a need. I would prefer to build in the green belt and have designated pathways and parks built. having large swaths of unleveraged land is absolutely misguided. There are millions of hectares in Canada overall that provide nature and habitat for people and wildlife. Build living spaces in places that people need them to be.

I am a person with a developmental disability, and my only concern would be that I can have access to transportation and be allowed to afford housing where I grew up and have friends in the suburbs.

The setback is for the small number of low density dwellers' aesthetic preferences, not for the goals of intensification or increased use of active transportation or increased housing supply and affordability.

The further the setback the further people living in the high-rise have to walk to amenities, transit, etc. - it's a distance/time \*tax\* on every trip to/from the tower in perpetuity. It also means inefficient land use as the high-rise would need to purchase extra land simply to under-utilize to appease existing homeowners. Being "here first" should not mean they are exempt from experiencing change.

There will be many, many times more residents in the tower than in the low-rise dwellings; their safety and convenience of the many should outweigh the convenience and aesthetics of the few. The tower residents will also pay so much more in property tax; they should be afforded equitable treatment by our bylaws.

If existing homeowners are upset by shadows they can sell, 99% of the time with huge finance gains, and move elsewhere.

Supply is the number one reason why the relaxing of the rules to allow greater flexibility in types of buildings available.

Giant towers are less appealing to people, and I believe won't be very popular option on the market when single family homes are still available, especially for long term living. Much better way would be to force builders to build mid-story housing (3-6 floors) that can extend not just on the main roads, but on the side corridors as well. Those will incur less protest from local communities, can still house a lot of people and can include space for small businesses on the ground floor. You can also build way more of them without worrying about transition space.

Additionally, as someone who is looking to rent in the city right now, the main problem with the newer condo buildings right now is the lack of regulation on apartment size. You see builders renting a "bedroom" that cannot fit a double bed. If we want people to start preferring apartment living to SFHs, we need to make sure those apartments are actually livable and can house a small family. Currently there is a very limited supply of apartments like that in the city and where they do exist, they are in a building that was built in the 70s.

Height transitions are psychopathic. It is a policy that prioritizes the comfort of the wealthy at the expense of those most in need. It should not be perceived any differently than a regressive tax as we are posing undue costs on those least able to pay them for the benefit of people who are already secure. Height limits are similarly regressive. The only limits to density should be those that are imposed by the physical engineering constraints of a subject property and the site servicing capacity of infrastructure.

I do not agree to buildings over 15-30 storeys

Your proposals will not provide either: a human scaled urban daily living environment, have low impact on the natural environment, be easily sustainable in the long term, and will have an adverse and long term negative effect on making the capital a tourist destination, which is key to our economy.

30 storeys should not be built on Rideau east, for example at the entrance of the Cummings Bridge.

Let's start to behave like a city rather than a small town

Housing supply. In addition, it makes no sense to put all the new supply in one place i.e. high-rise buildings on main streets near transit. I have seen this happen on the main streets in Toronto (consider, specifically, the blocks around Yonge and Sheppard) and the resultant explosion in vehicle traffic, pedestrian traffic, and even use of recreation facilities in such a small area is overwhelming. Similarly, its illogical that downtown Ottawa limit densification through different height restrictions than are put in place suburbia. Densification should be evenly distributed across existing neighbourhoods.

Taller is better. Transition area should be bigger.

There are too many useless proposals in most City of Ottawa (and other cities) recommendations/ resolutions. Councillors have forgotten "we, the people" needs and wants and/ or are naive, negative, etc. proving that some people should never be placed in positions of authority, decision-making, etc.

City seems determined to bust established neighbourhoods. What about promoting more green space in urban areas and medium height buildings - why can't we have a European model for development and not 'hodge lodge' development.

it is simple as a day, who wants that his house will lose its value right away once such development is around? Develop new lands and it will not be an issue.

Height limits should be maximum 27 storeys. Don't listen to developers' stories (often disingenuous) about how they need an extra 3 or 7 or 13 storeys. Several buildings going up are higher than 27 or even 30 storeys, and this is silly (e.g., around Corso Italia, but also in Stittsville and Barrhaven(!)). Very few people want to live in such high-rises, especially in the size of units that are being built. And we are currently planning to build entire villages of these high-rises around the transit stops! These risk becoming slums in 20-30 years -- and then we will have filled key parts of our city with slums. Also, 30 metres transition between what often end up being 35-storey buildings and single homes is very small. Why not 60 metres, where maybe mid-rise (up to 6 storeys?) are allowed... Make an actual transition slope... Make the units reasonable sizes, so that people can stay in them when they marry or have a child... Not everything should be 500 square feet and \$1900/m. I know all too well we have a housing crisis. I have been impacted by it. But we also need our plan to be long-term: what will make Ottawa vibrant and beautiful in 50 years? To be honest, probably extending the LRT to Barrhaven, so that we can gently densify the whole way down, is more important than creating potential future ghettos in the city centre. Yes, it's prohibitively expensive... But actually, listen to your urban planners - not developers who have their own best interests at heart.

See what might happen on Edgeworth Ave in Woodpark. Height transitions on such a street is going to ruin Woodpark!

I think main streets need to be better reviewed. Some of them contain detached single family homes. Development should focus on areas that contain commercial and industrial lots. Leave the mature neighborhoods alone.

housing density near transit is important and we need to build up, but we also need to be respectful of the people who live nearby

What we need are affordable housing units close to public transit. I support 5 to 10 story buildings that include geared to income rent. We do not need more large condo developments.

Housing is important and definitely a need, it also creates employment. They do need to be close to public transit, as the traffic in the City is getting out of control and adding more housing will make this worst. However, there should be a buffer in between the low rise and high-rise neighborhoods, people want different things in these neighborhoods and the high-rise may reduce the property value of a low rise.

I have seen the effect a new high-rise has on the surrounding low rise environ. One example I pass by is a new building at the corner of Island Park and Richmond. It literally blocks out the sun for the houses North of the intersection. In this case only a few homes are affected but imagine a denser low rise building with multiple units. I can certainly empathize that may be a quality of life issue. We need to intensify densification, but perhaps the transition zone could be more graduated. If not, then at least retain the 30m transition zone.

Density is needed. There is too much sprawl in Ottawa and too little public transport infrastructure.

The benefits of building near transit must be clearly demonstrated - e.g. demonstrate gain for the taxpayers; healthy living, lower crime, increase in living affordability; . Many neighbourhoods were hurriedly built and have ruined the character of a place and have done nothing to increase public transit ridership. The highly dense areas have no grocery shopping, and the service sector finds it difficult to serve folks who live in these MURBs.

We need more housing and taller buildings with appropriate street facades blend into the neighborhood as it's above eye line. A few extra stories won't make a huge different.

I don't understand why 27 storeys would be any better than 30 or higher. Once you get so high, you may as well go as high as you can, no? I can appreciate why someone in a shorter building would not want a taller building really close, so that should be a consideration.

allowance for height and spacing should be restricted to avoid the "canyon effect"

The stark contrast could be problematic. I think it would be easier if large sections of deteriorating houses be knocked down to provide space for taller buildings.

I do not agree with increasing the height limit to 30 storeys in all cases. Require adequate transition setbacks from proposed high-rise development to sustain neighbourhood character and offset negative impact resulting from high-rise develop in close proximity to low rise development.

Having a home is a need. Having a stand alone home with a private yard is a privilege and should not supersede the needs of the greater population.

the transition area depends on the urban context. Maybe less than 30 meters makes sense in the city center, but in a suburb, it should be 60+ meters.

Ottawa needs to be on the global map and the much needed skyscrapers is one way to communicate to the world of the city's development and progress. Also, the connectivity by air from Ottawa needs to improve significantly instead of depending on Montreal or Toronto airports for connectivity

No building, residential commercial or mixed, should exceed 6 stories in height, 27m is excessive. There needs to be sufficient visitor parking.

Adequate transition areas would allow for better privacy and daylighting conditions for both existing and proposed residences.

As explained on the earlier page; high-rises kill cities and the mental health of people living in them. See: "<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/>" for further information. Urban sprawl upwards is worse than outwards. Consider a reduction of population and critical thinking of how to best support the people living in the city rather than rapid development of a proven failure. Increases in death and safety should be the city's main objective, not a way for a quick payout to friends and families. Perhaps if we had a mayor who was actually doing their job, we wouldn't need to remind them of the multitude of information to support my claims.

This is not enough separation from such a tall building. I think builders should require an agreement from the building owner affected by such a small separation.

I somewhat agree with increasing the height limit to 30 storeys considering the need for housing supply. I definitely disagree with reducing the required transition area as buildings looming so closely over homes will significantly interfere with livability and character (sunlight, shadowing, wind, loss of character). Setbacks should follow best practices in urban planning and there should be transition zones in accordance with best practices.

Need to increase densification and housing supply and prioritize better land usage around transit

Enabling housing is more important than protecting character.

I live on a main street that is relatively close to transit and the on-ramp to the highway. I am skeptical about building high-rises without expanding public transit and potentially adding highway onramps. The traffic in my neighborhood is already really bad and there are plenty of people that drive unsafely because of the constant gridlock (running reds, blocking intersections, etc.) as a pedestrian I feel unsafe, and I am very concerned for when my daughter gets older and goes out without me. I live close to the LRT, so obviously they need more housing, and it makes sense to add housing in my area, but I am scared what the future looks like in our neighbourhood unless the city takes traffic into account and seriously considers improving and investing in transit. I bought my first car at 30 because of how unreliable/slow/impractical the city's transit system is.,

I support increased height for increased units to help address the housing crisis and supply issue, particularly where supported with transit nearby

High-rise apartment building impinges upon the rights of established residential area because of increased noise and traffic generated. Existing residents have a right to maintain their right of quiet enjoyment.

There are experts out there that know better than I do so take my answers with a grain of salt. Ultimately I would love to see more safe and accessible outdoor/third spaces, greenery and bike lanes. So if the 30 storey and <30meter zone is aligned with these goals than go for it. I think it's more about how it's done. My disagreement could be just that I associate high-rises with lack of useable greenspace.

Overall neighbourhood livability & light.

Lower transition area would mean that the shade from the 27-30 storey buildings would fall on buildings in the low-rise zones, causing discomfort to residents of the low-rise zone.

Given the low density in many areas of the city, a large transition zone would be used to block the goals of densifying main streets. Either the transition zone should be smaller or 13 storey mid-rises should be allowed throughout the zone.

We need to keep a community feel and I am already worried about how much we are already ruining the character of the city with the monstrosity that is the massive ugly parking garage at Dow's Lake (it's in the same "terrible city hall choices" category as the purchase of trains that have never operated in a Nordic country/Northern climate). So while I agree with increased density, it needs to be done well and in a way that preserves the natural character of the city, and my trust in Ottawa city council to do it well is quite low.

Neighbourhood character, and the whole city is starting to look like one big Claridge area.

I do not want a LIMIT at all. I think the city should UN CAP limitations and allow builders to go as high as they want where there is demand. There should not be a mandatory 30 metre buffer either. WE NEED TO DENSIFY NOW.

It seems like the urban intensification going into my area is either high-end luxury rentals, or community housing, nothing for people in the middle who do okay, but with the market as it is currently, will now never be able to own a home. Intensifying the area I live in will increase traffic in already congested areas (particularly Parkdale). Also, we do not have enough amenities to support adding more people - we don't have a large grocery store in this neighbourhood, the nearest is island park to the west, and the independent off bank to the east. If I want to move out of an apartment that isn't infested, I won't be able to stay in the area because despite a well-paying government job, I wouldn't be able to afford rent on my own. How are people affording rents and buying housing? I also think restricting the number of parking spaces that can be included under these new builds is a mistake. It assumes that people will transition to transit, which isn't feasible for a lot of people, and with all the intensification, there won't be enough street parking so if buildings don't have public parking either people won't be able to come into the neighbourhood which also doesn't make sense. Would you want a giant building immediately next to your property with no medium height buildings for a more gradual transition. I certainly don't.

30 story buildings in residential areas will make Ottawa into a small New York city. I live in Ottawa because I hate Toronto. Capital ward will be cast in shadow forever...

Note that in questions 9 above, 'definitely disagree' means I don't support. Aesthetics in developing a city should be one of the most important criteria and should be key in zoning decisions, as it is the case in certain European countries. I truly believe it is possible and think it is primordial to address the housing crisis, i.e. develop diverse housing, within rules of aesthetics and design so that the city grows and stays beautiful in the long term, which will continue to attract businesses, money, restaurants, nightlife, tourism, etc. I also believe that Ottawa does not offer nearly enough "Maison de ville", i.e. smaller row houses, which can be modest but well designed with respect to space, affordable for young families or singles. I also think that a single high-rise (or tower) in the middle of a residential low-rise neighbourhood is basically ugly and ruins a potentially attractive neighbourhood forever. One example is the area around Dows Lake, which has been ruined with the construction of towers on Preston/Carling, especially with the construction of an enormous parking lot just across the arboretum, what a shame. We also have to be mindful of climate change with less concrete, more trees, keep the parcs and bicycle paths. Therefore, there should a transition distance much larger than 30 meters between high-rises and adjacent low rise neighbourhoods, and there should be many more criteria used to determine whether a high-rise can be built (impact on green spaces, any other high-rises near by, impact on traffic, do we need 30 storeys in that neighbourhood or should 10 or less be sufficient).

All area surroundings of a LRT station is a corridor to having a flow of movement. Going up is the way of creating more livable dwellings as well of building more stackable units in the N3 zones.

Max heights as proposed would shade existing low-rise neighbourhoods and result in the loss of tree canopies. On the one hand the City wrings it's hands when we experience heat domes due to lack of tree canopy, and on the other hand, the City allows clear-cutting of mature trees and hardening of lots to squeeze in another unit or two...eventually we'll end up in a concrete jungle with no trees and no shade....and no birds or other wildlife.

Increasing the height limit means more opportunities to build housing. Especially if they will be near amenities.

It ruins neighbourhood character and takes away green space and access to sun.

The questions are terrible. It depends on which main streets, which neighbourhoods, etc. Agreeing to a maximum opens the door to that maximum being used everywhere. Ottawa's appeal for generations was that it wasn't a concrete jungle. The OP and this zoning bylaw will make it just that. The overriding principle should be the protection of the character of existing neighbourhoods.

Buildings should be maximum 10 storeys on Mainstreet areas. The Innes Road is already congested.

At present, Ottawa does not have the infrastructure nor amenities to support such an increase in population.

The recent major changes to bus schedules have made them much less reliable and more crowded.

Neighbourhood character is very important to many Ottawans. When the topic is brought up by citizens in council meetings, however, Councillors publicly ridicule citizens - as if they should be ashamed of loving their neighbourhoods.

The Definitely disagree option was blocked out . The question needs more context and explanation . 30 metres as opposed to what? Provide examples of other options provided in other cities. Hard to make an informed choice

These changes would totally alter neighbourhood character. 30 m is still very close to residential properties and would directly impact everyone surrounding. Density is also not necessarily quality for those living in these buildings. We need more housing solutions besides high-rises to ensure good outdoor spaces and quality of life for residents.

Lack of housing supply and construction of new homes in suburban neighborhoods destructing existing animal habitats.

If buildings are to be 27 stories high, this should be done only within certain areas of the downtown core. They should be in an area together and not completely ruin the character of Ottawa around the Parliament buildings, the Byward Market and other historical areas.

I believe 30 metres or approximately 100 feet from a low rise neighbourhood to an apartment without a plan for the 30 metres to be green space, trees, etc. is still too little...I also do not believe there should only be intensification along public transit which seems to mean along the LRT should be the only development being done. All public transit should be used not just the LRT lines. I get the impression that the City of Ottawa is not "car" friendly however, the reality is we live in very extreme weather conditions. Also, I believe this thinking to be uncompassionate to those that have limited mobility.

I am not against apartment or high-rise condos, however, I would like to see more planning to include the reduction of wind tunnels, less concrete (green spaces etc. for the transition areas), ensuring better flow, reducing the trapping of heat and CO2 (i.e. - more green transition spacing will allow the sequestering of CO2 - perhaps more requirements for greenery on top and around the high-rises) and hopefully with more green transition spacing we will not chase animals away from their homes.

I would like to see more innovation and thoughtfulness to all, in the City of Ottawa and developer designs.

I would like to see less intensification.

I would like to see more green spaces and innovation in these green spaces (more natural, less gentrification).

I am a Veteran and currently own property on Sarsfield road that is currently zoned for detached dwellings only, but would like to build a semi-detached home.

City of Ottawa DIO has indicated this would require a zoning amendment. This policy is inconsistent with the zoning requirements. City of Ottawa DIO stated that I can build a 10-unit dwelling for retirement residence which would require a much larger septic system and septic field than my proposed semi-detached dwelling. DIO stated that to build a semi-detached, I would need a zoning amendment and an environmental assessment that is favourable to the proposed design, yet I don't need an environmental assessment for a 10-unit building for retirement residence. This makes absolutely no sense to me, when in fact a semi-detached home will not only bring in more tax revenue but also provide more housing options and opportunities for first time homebuyers looking for affordable housing options. I have spent \$4500.00 on proposals and septic design plans but the City of Ottawa is not interested in my proposal to build a semi-detached home stating that it currently violates zoning laws. This is precisely the type of zoning bylaw bureaucracy that the current Mayor has promised to fix if he got elected and yet I am still living through this nightmare since he got elected.

I do not support promoting high-rise buildings freely, unless they are required to include greenspace around or on. European cities provide examples of densification with low-rise (less than 8 stories) creating livable cities

Honestly, without more information, it's hard for a layperson like me to understand the implications of either. It just seems worse to have higher buildings and less of a buffer zone between a tall tower and a standalone house.

Too much people in smaller communities. Our roads, parks and stores do not accommodate large numbers. Look at the disaster that has been created at Marketplace in Barrhaven. Noise, assaults, drugs, cars speeding through communities. Needles lying near park benches. Barrhaven used to be safe. It's becoming a toilet bowl

The neighbourhood needs to be livable and walkable.

Not a big difference between 27 and 30 stories. Mainstreets lined with 27 story buildings would be challenging from a public realm perspective, and not necessarily solve housing supply or other issues since the housing could all be unaffordable or have limited family oriented units. Will up-zoning all these lands to 27 storeys make 10 storey buildings not feasible along these corridors because the valuation of the land will be speculating on the potential of 27 storeys? Will broadly up-zoning all Mainstreets lower or increase land prices? Will it result in misalignments of where density is being built with where transportation investments are happening?

I think the plan isn't bold enough, I would like to see transition areas reduced further. Concerns about 'neighbourhood character' I feel are mostly disingenuous ways to block any development. The city already charges exorbitant rates for development charges, especially for big projects, so this should be more than enough to cover infrastructure changes, provided they are done sensibly and not misused for broader citywide projects

I strongly disagree with a move to high density housing anywhere but downtown Ottawa.

We need more housing! The best option is high-density TALL high-rise apartments and condos. The height limit should be extended to 40 storeys.

We are already in a housing crisis, and we are anticipating rapid growth over the coming years. We need to increase housing supply very rapidly. Further increasing permitted density where it can be most supported, like areas with rapid transit service, is a very sensible and necessary decision. Housing should not be restricted near O-Train stations, either by direct height limits in the zoning by-law or de facto by transition areas larger than the available lot sizes near those stations. Neighbourhood character is defined by the people who can afford to live in the neighbourhood, and exclusionary zoning destroys that character within a generation by pricing out those who would otherwise choose it.

I don't know what the correct answer is to these. But I think more condos and affordable high-rises are good, yes? Isn't that what we're trying to improve? Make cities more walkable and reduce the need for cars and suburbs?

I want more density and at least 27 storeys sounds very good. As a balance, there could be reasonable arguments about the transition zone remaining 30 meters (such as sunlight) instead of being reduced.

We need maximum housing and Mainstreet near transit is the ideal place to do it otherwise you will need sprawl and jamming too close and transit will fail

The classification of Mainstreet does not always meet the actuality of the area's design build out. Re: downtown core of city is appropriate from higher rise buildings closer to low rise buildings, however once you get further from the core, the building of massive high-rise buildings seems misguided even if the hope is that the "main" street will be built out

A 30-storey high-rise is still a high-rise and is not a significant increase. The transition distance is too low. It should be 50 metres.

Housing supply is a huge issue and the arbitrary transition should be a lot less. The denser an area to the better allocation of resources and better support for transit. The 30 story limit also seems too limiting. The same with most "character protections" which limit the development of housing.

Not much is going to grow in the shadow of high-rise buildings. Too close to residents and they lose sun, air flow, views, and a sense of community. Why are you not looking at building more further to the outskirts of the city? Somehow everything has to be plunked downtown and in the vicinity. They do have sewers and transit elsewhere too.

Housing supply

You say that "80 per cent of buildings were up to 90 metres (27 storeys) in height". But many, if not most, of these buildings were much lower than 27 metres. You should build to visually blend with the existing neighbourhood, and do not allow 27 or 30 storeys unless amenities such as in-house space for daycare and outside green space and playgrounds are provided by the developer.

Feel the 30 metre transition is appropriate to the height in my area.

Building higher makes sense for specific areas of the city. Given how condo prices are, it's unwise to keep building higher unless there is a demand for it. The demand however isn't around large 30 story buildings but around affordable smaller homes.

We need housing in Ottawa and particularly in the downtown core. We should not limit building to a certain number of storey's because the more housing in Ottawa the better for people looking to stay or move to the city.

I'm all for increasing the height limit. I do find it odd that we need to have one though. I can see the appeal of having some sort of transition area but we really need to be careful about these kinds of rules since they limit the potential floor space of a building. We shouldn't have single-family housing right next to such a tall building in the first place; the transition area should be intermediate height building in between the two.

I would like to see which politicians or city workers want to buy a residence 30 meters from a 27 or 30 storey building...I don't think anyone would, definitely not me.

Ottawa is far behind other major cities in terms of density. Rent and condo prices are unaffordable for many even making \$75k+ a year.

Preserve the neighbourhood character and liveability of the existing low-rise homes. Don't destroy one neighbourhood to make another. If I wanted to live in Toronto, I would have moved back there. High-rises bring massive parking problems.

30 stories should not be the maximum near transit stations. If a station is in a core part of the city and big enough to handle passenger loads more than a 30 story building would add, a taller building should be permitted. Otherwise you're capping the height not for functionality but a subjective sense of aesthetics

I think that allowing tall buildings close to low-rise zones will conflict with alternative goals that I think should be important, like encouraging homeowners to install solar panels on their roof tops and increasing the tree canopy and green areas in the city. High-rise buildings will block sunlight, thus making solar panels less productive than they could be and interfering with the growth of plants and trees.

It is incredibly short-sighted to be looking to tall buildings to meet "density targets". These buildings will be impossible to renovate or to demolish in a low carbon future. They will eventually become uninhabitable and a massive hazard on our most valuable urban land. The world's most dense and livable cities do not have 30 storey towers owned by multinational conglomerates. They have max four storey buildings where the average person can walk to the top floor. These buildings are owned and managed by local people. They can be renovated and adapted over time. High-rises are unpleasant to live in, expensive to maintain, undemocratically owned, antisocial places that turn residents into mere consumers of housing instead of enlisting the resident in some responsibility for maintaining the housing. Read *Soft City* by David Sims, anything by Jeff Speck or Jan Gehl. High-rises are totally unsustainable over the long term. They don't "reduce our footprint" at all, as all of the ecological services like water treatment, waste removal and food growing have to take place elsewhere. Let's get with the program and start building low rise mixed-use buildings along our main streets like all sane countries do. We even have examples to follow in Canada - Oak Bay, Kitsilano, Vieux Montreal and Vieux Quebec, the Glebe...it's not rocket science. Humanity had good urban design figured out 100 years ago.

A transition space of 30 meters from 27 storey buildings to low rise neighborhoods is definitely not enough. There should be a scaled transition, i.e. 27 storey buildings, 30 meters to 20 storey buildings, 30 meters to 10 storey buildings, 30 meters to low rise neighborhoods.

Housing supply needs encourage a higher height(30 stories), but neighborhood character would be very poor if right beside single family homes or row houses. However with low-rise apartments, it is not as bad

there are mitigating factors re the 30m buffer zone. EG sun studies, and the amount of individual homes affected by any one tower.

Where is the option "Disagree completely"?

I do not think that high-rise buildings offer new housing that will support quality of life for families and other new residents. An architect at a recent community consultation shared the results of studies that showed living in buildings beyond eight to 12 storeys was associated with loneliness and isolation. This is certainly not desirable for people who are living on their own in a new city. We need places where children can go outside to play and I doubt that is from a 27th floor apartment. This said, I think the proposed 27storeys and 30 metre transition are better than increased height and reduced transition area.

Such a city-wide policy seems to fly in the face of the Official Plan's Transect policy approach without understanding what makes up the special and unique corners and characteristics of our beautiful Capital City. Rhetorically speaking, one could ask why bother continuing having Transects in the OP, instead, amend the OP to rid it of the uniqueness of each transect. This way, Council can make the City of Ottawa one big urban setting to simplify development and land use planning. However, I doubt that City leaders and resident want to be a clone of other neighbourhoods and wards, e.g. Orleans, Barrhaven, Kanata, Stittsville, Westboro, Ottawa South, etc.

Council must be aware already that the current roads identified in the Suburban transect as Mainstreets and Minor Corridors (ones without a Secondary Plan), are already creating interesting and meaningful diversity through transition from predominantly two-storey low-rise residential buildings to 9-storey mid-rise buildings that are and will continue to increase the density and housing supply, and provide intensification in an evolving and gradual way, as the OP policies intended. However, the proposed ZBL provision (30m height with 30m or less setback transition) seems to tacitly give the new ZBL a new and higher set of priorities than the current OP (2022-2046). This ZBL option is trying to create and achieve a Suburban-to-Urban profile and character over the next 19 years that is unachievable for much of the Suburban transect given the reality of evolving neighbourhoods and gradual change.

Additionally, in many new suburban development areas, transit services and transportation infrastructure are unavailable, some many years after the housing is built. The present and future TMP for the Suburban transect does not adequately support current let alone a proliferation of 27-30 storey high-rises. Most available land is notably available in predominantly existing low-rise abutting neighbourhoods characterized by low turnover due to their relatively recent construction.

27-30 storey high-rises in existing low-rise neighbourhoods will introduce a significant population increase, most likely using built-form massing that will create new tunnel-like Mainstreets. These are well-recognized as inhospitable to pedestrians & cyclists, and congested with vehicular traffic due to the lack of BRT, LRT, park-and-ride lots, and transit stations. Transit corridors shadow much-needed mature tree canopy. Rapid densification is unsupported by commensurate community services and facilities.

What is worrisome will be the likely lack of diversity in Mainstreet building form and height with a carte blanche as-of-right of 27-30 storey high-rises. Profit margins are higher for high-rises than mid-rises. The challenge will be to identify zoning provisions that supports diversity and prevents low-diversity being the predominant built-form along Mainstreets and Minor Corridors. A healthy Mainstreet has a mix of heights, forms, mass, density and amenities. How will the new ZBL achieve this implementation if the zoning provision allows a blanket height of 90m-100m (27-30 storeys) . . .?

The OP is an evolving guideline. Unfortunately, like many cities, it is woefully unsupported by current, planned and future public infrastructure and services. Nor does it probably have enough and timely funding identified backed by annual and reliable long-term budgets and knowledgeable staff on strength to see this massive low- to high-rise transition through to 2046. I hope that the City is not being inordinately pushed by developers, builders and related interest-groups seeking access to Mainstreet and Corridor land and that the ZBL provisions will find means to ensure the protection of unique character, history and community context of the locale in which the higher buildings are located and the lack of needed infrastructure and services.

## Appendix C – Responses to Question 11

**Question 11: What do you think of the 30-metre transition area and the 90-metre maximum height (27 storeys) illustrated previously? Please share any further thoughts that you may have.**

Comments
It is a huge jump but it has to be studied.
Why bother with a maximum height limit at all? If an adequate transition can be provided and the site is appropriate in terms of site design and impacts to the surrounding area, what purpose is there it arbitrarily limiting height to 27 stories.
It creates a separation of heights. I think setbacks and density barriers should be abolished.
No comment
A 30 metre transition area from a low rise neighbourhood for a 27 storey building isn't enough. Living in a fishbowl.
I think it makes sense given the context and circumstances. A fair compromise that allows greater density!
The transition area should be significantly increased to reflect a 45 degree angle of attack or 90 metres transition from a low rise zone for a 90 metre high building .
High-rises as proposed will destroy the livability of communities
These transitions are not long enough. That height is too substantial with too little transition.
The OP says to build height - 40, so allow it, , those in the identified areas know it is coming so the separation of such large magnitude is not supportable to attain your policy objective
I don't like it. People purchased homes to not have a high-rise block their view or natural surroundings and privacy. I don't want people looking down onto my property. Nor do I want the sunlight blocked from my property (gardens, flowers, etc.)
A transition area to "protect" low-rise is a ridiculous proposal. Dated low density (usually single family homes) neighbourhoods are draining our city's finances. Proposing that they need to be "protected" by a 30m zone is absurd. Low-density housing near Mainstreets and transit need to not stand in the way of progress. 13 storeys will be have a negligible difference from street level and is a completely arbitrary number.

I am against allowing existing low rise residential communities to be removed and replaced with high-rise buildings.
Suburbs need greater standoff distance than 30 Mr. Totally impacts property values and quality of life. 30mr is NOT adequate for standoff distance
Already provided comment in previous section as to why we are of the opinion that 90-metre high is too high, and 30-metre transition not sufficient.
I think this transition is adequate to transition to low rise housing.
This may be an admirable goal but I'm worried it will be too restrictive if applied citywide as it could result in fewer units getting built.
I think the transition area can be reduced from the rear lot line if the proposed high-rise is being built to the north of the existing low-rise (as it won't compromise sun exposure of the low-rise property in question).
I am not sure 30 m would be enough transition from high to low rise. I know that I would not want to live next to that many people.
The transition zone is way to big. If we want to see intensification along main streets, we should allow up to 12 storey buildings backing on to single-family.
No thoughts. I live inside the Greenbelt where lots are smaller and it is difficult to imagine land assemblies large enough to accommodate high-rise, outside of "hubs" around transit stations.
It is still very tall and will have a significant impact on the older, smaller buildings in the area. It does not promote community cohesion as it is too many people. And the amount of park space and rec facilities is high for that density, so how are we going to have healthy citizens?
Why stop at 27 stories
We need the housing and densification so bad, I would be open to an even more progressive approach.
On a case by case basis.
Not enough.

this feels a bit imposing next to a single-family home. Supertall buildings define a city's skyline and are often the Image for the city. Ottawa has a boring "buzz-cut" skyline at 30 stories and so perhaps designate some specific blocks in the downtown core where no height limit is specified (respecting the parliamentary view corridors of course) so that Ottawa can get some landmark high quality architectural gems so that the focus is always on the city's core. Outside of the core, a max of 40 is sufficient to support LRT, but to revitalize the downtown area and get more people living and working there, we need to allow supertall buildings and attract high-quality design.

As I wrote before, I suggest you don't cap height and by default density, especially near transit nodes and MTSA's.

Too dense. Too much. Roads, sidewalks and parking can only handle so much traffic.

The transition is too big. We're sacrificing a large amount of possible housing area to appease a small number of existing home owners.

transition zone seems to cater too much to concerned/existing residents and compromises our ability to deliver more housing. is someone's sun access for a few hours a day more important than a home for an extra 100 people?

More transition area allows for gentler density and alternatives for transportation, businesses and parking away from the main street.

I think that this is a minimum

Too tall.

Must provide proper landscaping, trees by roadway.

Terrible! Leave the 27 storey buildings for downtown or areas that are being built or yet to be built. Placing a 27 storey building(s) in a single home neighbourhood blocks out the sun, destroys privacy. The city should cluster such large buildings together in one area instead of allowing these monstrosities to be built among single storey homes.

I find that the setback is too small and 27 storeys will prevent the 2-storey existing house from getting any sun. This affects health of residents.

When I see such a picture, I want to move out of this City.

Not really Orleans.

Not a large enough transition zone.

I would agree that taller buildings should be closest to LRT stations and allowed there.

I think this is fine. It would allow high-rise buildings with a podium style and point towers to be built adjacent to neighbourhoods. The key for me is that the buildings promote walkability and good design at street level. This will make them fit into neighbourhoods and help create walkable communities.

I think the transition areas are adequate. Any more would be excessive and reduce the amount of buildings that could be constructed. Any less would feel too cramped. It's important for there to be healthy green spaces, walkways, benches, gardens, and shade for residents in these transition areas!

As previously mentioned - a 27 story building in the backyard of a residential 2 or 3 story home blocks sunlight, prevents trees from growing, removes green space.

27 storeys is too tall to be within 30 m of SF housing.

See previous comment...We have already more than enough locations for high-rise towers at hubs along high order transit, shopping mall re-developments, certain wide arterial Mainstreets, and scattered large undeveloped parcels of land (Tunney's, LeBreton, Confederation Heights, etc.). There is too much focus on creating more high-rise opportunities. This high-rise development pattern is not the critical issue for housing in Ottawa.

There are so many options for building height transition, all of it seems unnecessary and the overly specific "angular plane" seems to be in place just to make it harder and more confusing to just build. I think limiting the plane to 30m in this case is a decent compromise but I think the city should move towards removing as much of the building height transitions and angular planes and other complex but ultimately subjective height limiting policies entirely.

Should only be built on large streets that can accommodate the traffic

30 m transition seems fine.

Fully support the idea of towers being as tall as they need to be to allow more people to live in that community should they wish. Property setbacks should not be enforced if it leads to urban sprawl and lower housing affordability.

It seems pretty reasonable.

'Mainstreets' is too broad a term. For new neighbourhoods this can be part of a plan...surrounding established neighbourhoods overwhelms a transportation, and school, infrastructure already in place. My kids elementary school now has 8 portables for this very reason.

Far too high. Should be halved. Developers obviously want the higher the better. I suggest considering the human factor. There is a big quality of life difference between living in a 13- storey buildings versus a 27-storey one. The shorter the building the smaller burden on already-full neighbouring schools, rec centres. And the greater likelihood that residents will be able to get to know each other and integrate into the community, making central communities stronger.

I think the 30m buffer is fair and would work as intended. If the goal is to smooth the transition in building heights, then it may be worth considering a special height limit if building within the 30m transition distance between two existing buildings. Possibly 10 story maximums for these. This would help smooth the height transitions by adding a sort of middle ground.

I think the transition area will allow for better filtration of natural light to the lower buildings and will allow for some green space to break up the concrete jungle sightline

As said, keep high-rises within MTSA's

Agree.

The 30 storey height limit on main streets is a good step to getting more housing built close to transit. But I'm really concerned that the city is pushing most of the planned new development on noisy and dangerous roads. I lived directly on Gladstone for several years and it had significant downsides (loud, limited privacy, etc.).

The city needs to allow more dense infill on side streets adjacent to transit. (Think BC and their 800m transit hub zones). These streets are quieter, safer and just more pleasant to be on. To achieve this, the transition distance needs to be less than 30 m. Cities evolve and change over time, there is no need to be concerned about "neighbourhood character"

I think it should be between 60 to 100 metered depending on the low rise is one to two storey or tree to six storey.

Main streets are not different enough than other streets that may have 40 stories

Existing lots that are more than 30 m deep are rare. To take advantage of the new height limits, land assemblies will be needed. These are costly and time-consuming.

I think there should be a rear yard setback before the inclined plane is introduced into the illustration. Isn't that the meaning of the area with red colouring? After the required setback the inclined plane should begin. In most circumstance the 43m height allowing 13 storeys should be sufficient. If we are to have 90m buildings they should be in hubs, distanced from low-rise development.

Depends on North-South corridor to East-West and overall neighbourhood transition e.g. Via the evolving overlay. Focus high-rises outside of the inner urban area and less dense transects especially suburbs outside the green belt which according to the City's Hemson Report are costly to maintain and a general burden on Ottawa taxpayers compared to more dense neighbourhoods in the inner urban area.

I think it would be fine for the maximum height to be taller (30 stories).

I'm fine with it.

Same response as previous question. 30 m is way too little, like putting an elephant house next to foggy daycare

Not enough. It's creepy for the people who make use of their back yards to become the entertainment of people living in the high-rises. We need sun to be able to reach the ground for a certain number of hours to support gardens (and people's vitamin D). I want to see more high-rises in major suburban locations, in particular in Orleans. I want to see height regulations coupled to inclusion of parks and allotment gardens, schools and libraries, and key facilities like grocery and hardware stores in community planning. I am not seeing about walking as a form of getting around.

Ultimately, if the construction is aesthetically pleasing, and beautifies the neighborhood, then I am ok with the setbacks and transitions. Concerns are always that a developer will try to maximize footprints and perhaps skirt the intent of certain regulations.

Seems reasonable.

The height is too tall 6 stories max for all of Ottawa. Set back can be reduced for 6 stories to 50'-0". Do not agree to use tall bldgs. People with families require homes not apartments or condos. If Ottawa gets too large then people should move to the smaller towns like Almonte, Carleton Place, Arnprior and develop these areas instead of adding tall buildings to Ottawa.

Buildings that completely block the sun for other homes and trees should NOT be built

I believe the 30M transition to a potentially 90M building is too short a distance, and that transition should be 1:1 proportional to the planned height.

This is ridiculous. Look at the house and the proposed building. This is not appropriate for residential and heritage streets.

My comfort with the 30 metres depends on the definition of "Mainstreets" and "close to transit". The general design seems sufficient but becomes less so if there could be a giant wall of high-rises in any downtown area, etc.

Good idea as long as the streets can support it.
Nothing else.
I completely disagree. The height transition from fewer to more storeys should be more gradual (over a distance of at least 60 metres, and the maximum should not exceed 10 storeys. People are not sardines, and should not be treated as such.
Decrease the transition area and increase the max height as needed!
I do not like it. Creates a cluster of extreme high-rises with no sense of community or addressing greening and people space
I understand that they are warranted to increase housing density.
Transition should be greater than 30 m
If we must have one requirement over the other than keep the 30m transition space (make this space public parkland to protect it from future development). The 27 story limit I feel is still much too high for many established neighbourhoods (trying to cram as many people in as possible is not a good tactic). The only thing I feel would be acceptable is to re-zone some of the long standing commercial lands to accommodate high-rise buildings - like Trim Rd (on the south side of the highway, away from Petrie) or Taylor Creek.
The infrastructure has to be in place. It is not in most older neighbourhoods.
This should not be allowed in the suburban areas
I am not convinced that 30 meters is sufficient to prevent low-rise zones from falling into the shadows of a 40 storey building.
I think it will be great visually and make areas more attractive
They are not adhered to now!!!
The maximum height could be higher imo and the 30-metre transition area is much too restrictive. I don't know why we're even starting at a height of "4 storeys" at the bottom of the transition when 4 storeys is much too low density anyways for most of our city, and this is already starting at the rear lot line, which has quite a bit of setback from the home anyways. The deck seems stacked against any sort of dense housing getting built.
30m should be the minimum for a 27 or 30 storey place, more than 30 for taller
I am in agreement with the 30-metre transition area and 90-metre maximum height (27 storeys).

As I indicated previously, I think it's insufficient. In addition, the direction that the street and the buildings are facing makes a difference. Depending on the direction there's much more access to light.

I think it could be higher - can you really tell the difference between a 27 storey building vs a taller one?

I think it's too restrictive on building more high density housing. I think we should have higher density closer together.

I do not like.

The transition zone should be at least double the proposed height, Especially for those butting up against units that are 4 story and below.

Just imagine, you have just retired, bought a two story house with three acres of land. And you are happy to live out your retirement in peace. One day you decide to stay home, relax and you are sitting on your back deck with and cup of coffee and the newspaper. Than suddenly, someone builds a wind turbine 30 metres away from you back deck. Now you have to look at the blades spin everyday for the rest of your retirement.

That's what it will be like but worse because you can't see though a high-rise and you would have to deal with the people that live there.

The 30 m transition area is critical to maintain.

A height of 27 or 30 storeys should be the maximum on Mainstreets - 40 storeys is excessive and creates even longer shadows.

There shouldn't be low rise zones of only four stories so near to Mainstreets. A four story limit is too low to help Ottawa meet housing demand.

As noted previously, 27 is too high for a Mainstreet not within an established node that considers the neighbourhood context it is within.

Please see previous comments.

We need to stop creating such giant buildings. There is no need to transition for low and mid-rise buildings. No one wants to live within the shadow and wind tunnel of a 30- letter alone 40-story building.

This illustration makes it look like a high-rise building would cast the lower rise buildings in complete shadow all day long, which doesn't sound great

I've already answered this in the previous question.

40 storeys should be permitted but there should be a more gradual separation from low rise zones.

I can't comment on this

Nothing further to add to my previous comment. The idea of the transition area is clearly intended to stymie the intent of the as of right zoning on the Mainstreet areas.

As mentioned earlier, more than 27 stories should be allowed subject to an adequate transition area. This needs to be looked at on a case by case basis, not sure if the transition area will work to achieve that

I think the 45 degree increasing height in the transition zones from the lot line up to 30m with height max of 100m (30 Stories) is the best option allowing consistency between properties, adequate setback and covers 95% of applications reducing the city's administrative burden and allowing a greater range of future proposals as-of-right.

It is difficult for me to judge but at glance it looks reasonable

Having high-rises near low density housing is a terrible idea so the City's Official Plan should be re-written.

This height limit is ridiculous. Way too tall! 30 meter setbacks are grotesquely inadequate. Please STOP this mindless hideous development. Enforce existing standards for affordable units within new developments and preserve green space. Development is making our city UGLY and unlivable.

Utterly ridiculous. The transition is entirely unnecessary and this is designed to kill housing projects near transit, which is the exact opposite of what the Official Plan has asked us to do. This will be challenged repeatedly at the OLT if it passes as is.

It is still far too restrictive, but any zoning liberalisation is a step in the right direction.

I think this is a mostly fine arrangement, but I do not know if this is too restrictive. My ultimate goal is to help improve the housing supply through increased density. If this rule is too restrictive to that goal, then I do not support that rule.

30 meters is a large amount of land that could be used for housing. That set back amount is too much.

Can our streets support the added density, parking needs, and infrastructure pressure?

Will the building be tall and bulky? Or will the design be thoughtful, slender with breaks and articulation?

I am in favour of 40+ story buildings just about anywhere and everywhere.

Do we need a transition area? How do people feel without one? I honestly don't know but we really need more housing so I would err on the side of cramming in more housing at the expense of gentle neighbourhood transitions.

As long as the projects are strategically placed and approved so they are close to the transitway, I think the 30 metre transition zone is fine.

I consider it potentially useful, depending on which street(s) we're looking at.

There should be no transition area. Dumb idea. Also stupid to limit the heights of buildings to 27 stories.

Please see my previous response. While 27 storeys and a 30-metre setback maximum on main streets is preferable to 40 storeys and associated "adequate height transition," I think high-rise condos and apartment buildings are a blight on our city. After spending time in a number of large European cities, I came home to Ottawa and questioned why our city cannot move more towards the scale of buildings and neighbourhoods in cities like London, Stockholm, Copenhagen, Amsterdam, Barcelona, etc. I realize that Ottawa has grown over a different period of time, while the car became the primary form of transportation, but I question why we can't move to a more human-scaled skyline as we increase density.

Better 27 stories than 40 on Main streets. Do we really need 27 story buildings on our main streets? There are many other ways to design adequate, affordable housing in a mixed commercial, residential setting.

I agree that 40 stories is more appropriate than 27 stories.

It's a bad move. I want more affordable housing. Why are you putting restrictions on building affordable housing?

Any policy that results in more housing being built is good. The more housing built as a result of the policy is the only measure of how good a policy is.

I would be in support of reducing the minimum setback from the rear lot, as this reduces the potential density of buildings. If shadowing is a concern, ask developers to consider the angle of the sun throughout the day, but don't take it to an extreme please.

I don't think we need a transition zone. We should minimize high restrictions and up zone across the city.

I think this is reasonable and will improve the supply of housing but it won't be enough to avoid urban boundary expansion. It needs to also be supplemented with allowing 4-plexes on all lots in the city. Stacked towns make an excellent affordable option for families who need 3 bedrooms and a small backyard.

40 story height applied everywhere with adequate height transition.

That much transition is unnecessary. The zoning shouldn't be so restrictive. Same goes for building heights. The developers are just going to ask for (and get) zoning amendments anyway - save the city the trouble.

I think the 27 story limit is too low, and the city should allow higher heights throughout the city.

I think neither of them should be included in the zoning bylaw. There's shouldn't be height limits anywhere in the city.

The city needs to focus on building human scale medium density housing across the city, rather than creating these sharp transitions between low and high density housing. As mentioned this is the approach Toronto has taken, and it has not solved the housing affordability crisis and instead fueled investor speculation on non livable units.

Outside of the downtown core, or around transit hubs, 27 storey buildings are way too high.

This is an excellent proposal that will help with the construction of high-rise buildings in Ottawa and should help alleviate the housing crisis. It will also help ridership on the LRT and reduce the expensive maintenance costs that comes with low density development.

30m transition area will restrict too much housing from getting built on main streets where it should be!!

I support up to 30 storeys in these area

Seems reasonable.

It seems appropriate but more stories makes sense to me.

The transition area is too large. Transition areas force developers to build apartments with oddly shaped units that are not livable. This transition area needs to be reduced.

An arbitrary height limit of 40 stories is inadequate for the scale of housing crisis we are facing.

I don't want to think... Putting a building this build in neighborhoods is going to affect the sun on houses, added wind to roads, added traffic etc... I do not like this plan.

Remove low rise zones near rapid transit, excluding them from any significant upzoning by barely changing the building envelopes allowed is prioritizing the selfish wishes of a tiny group of people over the overwhelming majority that gave a strong mandate to address the housing crisis.

There's no reason to need to have a "30 meter transition", and the only height restriction should be about how much density can public works support on one lot.

It was sufficient.

Set backs harm the viability of home builds and should be considered secondary to getting more supply built. Reduce the set backs. I don't think we need set backs at all, let alone 30m.

This question seems redundant. Build bigger + higher, these restrictions needlessly reduce the number of homes you're allowing to be built.

I do not think that high-rises of 27 storeys vs 30 storeys (or for that matter, 40 storeys) are all that significantly different from each other in character, and so the additional housing supply is well worth the added height in any case where the infrastructure is available to support that capacity. I am less certain of what a 30m transition zone 'feels like,' but I suspect that having a gradual transition zone with mid-rise buildings separating high-rises from low rises is more important for neighbourhood character than the height of the high-rises is.

I don't think we need a transition area, let people build wherever

We do not need higher than 27 storeys and less than a 30 metre transition. Congestion is already at an all-time high.

The height limit should be as high as possible. I would remove them entirely and allow developers to build as high as market demand permits.

I also don't see a need for a height transition. Who cares if a homeowner gets a tower built next to their precious single family home? Surely the housing crisis should outweigh whatever they think.

Arbitrary

The 13-storey limit is too close to housing. Build smaller multi-unit housing, where people could walk up (like 6 storeys).

30-meters is a minimum... Would the low-rise zone still be able to receive some sunshine???? I am afraid not. Please do not duplicate the mistakes that have been made in all those cities like Montreal or Toronto.

My main objection is that the transition region should involve something like an actual transition, without quite so gigantic a cliff. At the endpoints, though, the heights and distances seem fine.

Intensification does not mean more height

Lowering the maximum height, I believe to be a positive for our city.

This is all run by urban planners right out of the gate, who will not listen to communities that express what we think is reasonable and fair. No one is listening! What we heard is so not what you are really hearing!!!

It's a step in the right direction, but it doesn't go far enough. There is no reason to impose a height limit considering the extremely high cost of building tall buildings. Developers will only build tall buildings when there is overwhelming demand for many people to live in a specific area. In this manner, people are communicating their desires for what the city should look like. This natural way of development – where we build what is in-demand – is how we let the city grow in an organic and healthy way.

Our neighbourhoods are already being destroyed by the rampant intensification with simultaneous road narrowing and no new infrastructure. The proposal will make the situation worse.

30m seems to be a very big transition. This may eliminate most of the land inside the city which is near a transit station to be able to build any high-rise buildings. Given that all the land around it will be a n3 or n5, I suggest city to consider to reduce the set back as much as possible.

Again, not a pro urbanist, but isn't the 30-metre transition a natural buffer zone, and the slimmer it gets, the worse it would be for the occupants?

I think the only thing that matters is that the poorest people have places to live!! All of the new buildings need to include at least double the number of units they destroy in LOW COST rentals (and by low cost I mean at or below what the residents were already paying to live there, and not at the new prices, but what the \_established residents\_ were paying). Plus developers should be required to rehouse the residents who get evicted just so a building can be torn down. People are SUFFERING during all this new development and we can't afford the new prices!! I love my apartment and I've lived in it for over 15 years. If they tear it down I can't afford to go anywhere else in the city. You have to protect the most vulnerable people!

Ok

Why build up when you can build in greenbelt and other areas that re under utilized. It works in European cities and makes sense.

Where there's transit or community amenity in proximity there should be zero setback limits - make walkable spaces more walkable. Also, in this space, there should be no height limits on these area - why knee-cap the potential of OUR investment in infrastructure?

Otherwise the rules should do as little as possible to limit development of more housing, especially when it's "family-sized" (2+ or 3-bedroom or larger units).

Yes, there are in line with the proposition and are reasonable.

As noted before, I don't think that's the best way to resolving the issue. Mid story building with proper regulation of room sizes will be way better at retaining residents for longer periods of time and provide better community support without overburdening services. They can also be build in much larger quantities than high-rises

We do not need a transition area for the love of God please do not do put this in the ZBL. We will lose hundreds of affordable housing units per year and permanently erode our ability to house those who need it.

I don't care if people who have been mortgage free for 20+ years have a shadow cast on their property. Do not impose transition areas and artificially low height maximums.

In some areas it is suitable but for older established areas such as the Civic, Island Park, Rockcliffe it is totally not appropriate

This plan creates wind tunnels, lack of life sustaining light, snow removal issues, water flow issues, safety issues on the street, complications for first responder situations ( i.e. Firefighting) and makes it impossible for living things (plants, wildlife & people) to thrive.

I completely disagree. We have land and all Nepean's is doing is building high-rises clustered together

We need more housing supply. And, it's also important that this supply meet the needs of the community. Let's not make the same mistakes other regions have make sure the new builds include rent-geared-to-income units / deeply affordable housing. Let's also make sure buildings are not just full of bachelor, one, and two bedroom unit but include three-plus bedroom units suitable for families.

Too short.

(1) You need to look more carefully on the proper location of high-rise buildings vs transition area distances.  
(2). The concept and practice of maximum heights for buildings are obsolete considerations. Let the concerned sector build!

Not adequate to protect existing neighbourhoods.

Well, try to do it in your neighbour or your backyard once you paid more then 600k for your property? Do you want to loose the value of your home if yes you have to much money in your hand that is why you do not care.

Keep it max 27 storeys. Stop granting all these exemptions to the rule. Think of similar high-rise units that already exist -- unless they are very well maintained, they become sort of student ghettos eventually (or else fall into shitty condition for lower socioeconomic brackets in general, which is really not equitable). Even the "nice" condos become unaffordable/undesirable because the monthly fees eventually rise to \$1000+ per month (as with the high-rise condos on Bay Street). I support densification -- but we need more than a bunch of high-rises for the poor. (Until this year I was among them, so please don't take that as derogatory.) We need improved gentle densification, where people will want to live long-term and look after their properties. Why are these giant homes going up on big lots in Westboro? Even the semis there are giant, \$1.7M dollar homes. Why are we encouraging this stratification between Haves and Have Nots, where some have to live in a tiny apartment on floor 26 while others get more bedrooms and living rooms than family members? I have gone off topic, but my general point is MAX 27 storeys, and consider widening the transition area with some mid-rises to provide more choice... As an added benefit, the variation will make the neighbourhood more visually appealing (urban village charm factor is huge in creating a top-tier international city)

Make it a 100 metre transition where the building cast a shadow on neighbourhoods to the north.

Its not great, but it has to be done

Again, we need five to 10 story buildings; not 30 story buildings that will be condos. We have too many condos already.

I think this is reasonable. A high-rise near a low-rise zone devalues the low-rise zones properties and impedes on the quality of life of the people seeking to live in a low-rise neighborhood.

Would be great is the transition space was filled with green space or trees.

Taller means more units of housing. Our planning staff know their stuff and if 30m transition is best practices then heck yeah.

I don't understand the advantage of 27 storeys over going higher but I can appreciate the need to have separation between buildings.

Proposed 30 metre transition area will not be appropriate in all cases. I support the earlier angular plane standard proposed in the previous draft zoning by-law versions.

I believe the transition area could be less than 30 metres if strong design standards, step-backs, green buffers, and sunlight protections are included. This could help increase housing near transit without compromising the livability of nearby low-rise zones.

40 storeys should not be a problem

27 stories (90m) is excessive. Must be lowered.

30m would provide a necessary buffer similarly to the required tower separation distance. It should be treated as a minimum, not a starting point to negotiate smaller buffers by developers. It would improve quality of life further to encourage greenery and pedestrian spaces - sidewalks, seating, planters - within the buffer zone.

If you must, high-rises should be focused in areas where there are no established small to mid housing communities. The city is required to keep housing values whole. It is asinine to destroy large areas communities that people have kept value and cohesiveness for slums. (See previous link to provide context to poor housing conditions)

This seems balanced as it allows for increased density along main streets while protecting the quality of life in established low-rise areas.

Rather than limiting the densification needed to hit housing targets, the City should reduce the transition area needed and increase height limits for all low-rise zones

More restrictions and increased complexity does not make a better city. A setback and height limit doesn't enforce good design and sets arbitrary limits that impede community development.

High-rise structures belong in designated high-rise development area. High-rise building do not belong a 2 story residential area.

If the Official Plan calls for 40 storey maximums, those should be permitted by right in the zoning bylaw. Allowing those within 800 metres of an LRT station would be a good place to start.

The housing needs to be affordable and should be mixed use buildings - we need to provide commercial space for grocery stores, social amenities, etc.

Transition zone should be more than 30 metres

There does not need to be such a high set back. Lower it so more housing can be built faster and cheaper! No more nimbys!

I think the 30-meter transition is ridiculous and there needs to be more a transition space of medium height buildings in between. Maybe this distance makes sense if you're adding tall buildings in what used to be an industrial area (like to the west of the new station off gladstone) but right beside a residential area with homes is an eyesore, and I think will negatively impact the people living in these residential areas.

Read my previous comment.

I have shared my thoughts in the previous questions. Building height should be highly regulated, I am very much against increasing the maximum height of high-rises, it has the potential to make Ottawa an undesirable city in the long term.

I think 40 storeys is okay in the right zones. 30-40 metre transition on a 40 storeys.

.....And how are existing roads and sidewalks going to handle the new traffic loads, especially with the narrowing of so many main and regional connector corridors?

The transition area setback can be relaxed a bit. Building height can be more flexible (higher).

The transition area should be at least twice that size so as to fully protect adjacent neighbourhoods. These tall buildings cast long shadows and have a huge impact. Just look at the Claridge Icon at Preston and Carling and the way it has DESTROYED the available sun around Dow's Lake in the latter half of the day. This is how you destroy the quality of life of a city.

Not appropriate given the toad congestion and safety issues

Height is too high and transition area is not enough.

See answer above. What is in the transition space?. Parks ,trees? If I was living next to a high-rise , I would want more transition space The net result may mean people moving out.

I think these are too close to the residential area and the transition should be more gradual when we talk about 27 stories.

I believe it is absolutely horrible to locate a 27 story building so close to an area of single family homes. We do not need 27 story buildings. Repurpose some City official buildings.

Too high, too shadowed, not human scale.

30 M is too little. 27 storeys up to a maximum of 30 storeys is way better than 40.

I do not like the idea of 15 minute neighbourhoods, not realistic.

Would like to know what "Mainstreets" mean.

The transition are should be much smaller for rural areas. The height should be the same as the other properties that are in the area (like the height of a full sized barn).

I think there should be further limitations. High-rise buildings should not be permitted one after the other - they should be part of a larger development or plan with lower rise (but still dense) housing. Impacts on local traffic - areas such as Westboro are becoming grid-locked with all the new high-rises.

As mentioned above, it's hard for a layperson to know the advantages and disadvantages without more information and examples.

Same comment as before.

I'm concerned that the setback requirement will increase the cost of buildings by requiring non-standard floor plates and lower the sustainability of the buildings - see Toronto's issues with their ziggurat-like developments and the issues with them. I also wonder what the future of that low-rise zone will be? Is it capped at 4 storeys, or since it's adjacent to a Mainstreet, should it be allowed to go up to 6 or 8 storeys? Is it more of a transitioning zone since it's adjacent to a Mainstreet?

The transition areas should be reduced significantly. 27 storeys is also too conservative.

I strongly disagree with any movement to high density housing.

I am fine with this.

I feel like 30 metres is perhaps a little large for the transition zones, and 15m height permitted closest to the lot line is certainly a little low. I would not feel like my privacy or enjoyment of my property was harmed in any way if my lot abutted a 6- or even 8-storey building, as already happens in neighbourhoods like the Golden Triangle, but the current draft of the bylaw starts the transition at a very restrictive 4-storeys, which is a reasonable height that should just be permitted everywhere as-of-right.

I think in general, a better approach to transition is to determine height limits based on the reality on the ground. Buildings should be permitted to be somewhat taller than the existing built forms. For example, if a neighbourhood is predominantly 8.5m single-family homes, then the maximum height for infill is 15m. When the average building height increases over time to 11m, the limit is raised to 22.5m. When the average height is 18m, the limit becomes 45m, ultimately becoming unlimited. Large boosts in services, like road and water/sewer expansion, rapid transit stations, or recreation facilities and libraries, can also increase the height limits more suddenly, to permit the population to reach the capacity of the infrastructure. So, for example, the area around the future Sherbourne Station, despite being mostly 8.5m homes, should immediately permit 45m developments once the station is open, and increase further as those start to fill in and increase the average height of the neighbourhood.

This approach permits gentle and gradual intensification everywhere across the city, not locking any neighbourhoods at a moment in time, but allowing people to move wherever they want to live, and allowing the city a long time period to increase the service levels where they are needed, and get a return on its investment where it has already built that infrastructure. Instead of defining N1, N2, N3 zones and subzones that nitpick properties, we would simply have a single N zone and, every 2-5 years, publish average height tables for neighbourhoods that define the new limits permitted in each.

I don't know. I don't quite understand everything. But I think if we can reduce urban sprawl in any way we can, that's good.

I think it seems like a good way to plan that adds density while keeping everyone's interests in consideration

More height required and bit more set back

The 30-metre transition is too low.

I think the transition seems areas should be decreased and the height restriction should be a higher in terms of stories and height in meters.

High-rise buildings destroy neighbourhoods when the current housing stock is low rise (bungalows and two-storeys).

27 storeys is certainly better than 40 storeys. However, the most important thing is the in-house daycare and outside playgrounds and recreational green space that should be provided by the developer----and not as a possible amenity, but as part of a detailed, written agreement between the city and the developer.

Think this acceptable in to-days housing situation.

I can see the appeal of having some sort of transition area but we really need to be careful about these kinds of rules since they limit the potential floor space of a building. We shouldn't have single-family housing right next to such a tall building in the first place; the transition area should be intermediate height building in between the two.

High-rise buildings in a low rise neighbourhood will destroy property values for the low rises. They will also create parking, traffic, personal safety and theft problems, and gang troubles.

Why is there a 27 story limit to begin with on a main street? The city just had a 45 story tower developed on Preston. Is there something fundamentally wrong with that height that no other main street can deal with?

I currently live north of a building that is about 18 stories high. It does cast a shadow on my house at certain times of day. There is also a privacy issue, as apartment residents can look down in to the homes and yards of my neighbours and I. The privacy issue is somewhat mitigated in the summer months due to the presence of mature trees, but not in the winter. These issues would be worse in the case of taller buildings.

40 storeys is utterly insane. Nothing in these buildings is going to work as the cost of energy starts to rise. They will be impossible to heat and cool, and residents will have no control whatsoever over their surroundings. We need to build under the tree canopy like humans have always done. 40 storeys is a short cut to no where. No one wants to live in these buildings. People want to be able to see the faces of people going by on the street. Read Jan gehl. Focusing on the transition to the low rise houses shows that this survey is only concerned about the opinions of the upper middle class home owners. Spare a thought for the people you are expecting to live in 40 storey towers. No one deserves that fate.

As stated before, a scaled approach of 27 to 20 to 10 storeys to low-rise neighborhoods would be a more appropriate transition and would still provide for many suitable housing units

Works well... With exceptions.

Completely disagree with these suggested heights and set back. Will have to submit the remainder of my comments in an email to the Zoning Team instead.

I think they are better than nothing, but not ideal, as noted in my previous response. I also think that 40 storeys should not be permitted ... I am not convinced of the safety of living in high-rise buildings— a couple of years ago there were challenges with fighting a fire in a 12 storey building that was described as high-rise.

Please also see my answer to 11.

30-metre transition is the absolute bare minimum setback. Anything less is inadequate transition to low-rise neighbourhoods. This is especially so in any low-rise building areas with little if any existing or planned built-form diversity of height, form, massing, density. The Official Plan calls for a strategic approach that embodies evolution as opposed to abrupt change.

By definition, 27-storey residential buildings would be multiple-unit. With so many dwelling units in relatively small lots with only 30m transition setbacks from abutting low-rise neighbourhoods along suburban Mainstreets, how and when will the city provide the needed transit services and road/ROW infrastructure to support a line of high-rises that will populate Mainstreets?

Already, traffic is gnarled and congested along Innes Road Mainstreet with its increased population, new housing subdivisions that still are without any bus service let alone rapid bus service and far from LRT-2 under construction, and ongoing and increasing density of low- and mid-rise buildings. Innes Road east of Blackburn Hamlet already has around 20 uncoordinated traffic stoplights, creating vehicle exhaust, noise, bright night-lights, accidents, competition between buses, cars, service and delivery vehicles, as well as heavy trucks, all with sufficient traffic measures.

While I support 27 storey buildings where conditions warrant, e.g. In Town Centres, in proximity to LRT, BRT and transit stations, and in approved Secondary Plans, I believe that the ZBL needs to find a way to phase in such a significant jump in height from low-rise to 27-storeys until municipal services and infrastructure are guaranteed, in near-term planning or in situ along certain Mainstreets, particularly those in predominantly low-rise Suburban neighbourhoods under-served at the present time.

## Appendix D – Responses to Question 13

**Question 13: Do you have other comments on how building height should be regulated near the City's rapid transit stations that are also located along Mainstreet Corridors**

Comments
Ottawa is investing a lot of money into rapid transit. For the best chance of long term transit success, it is critical to approved much density as possible close by.
There should be enough rapid transit, but as well ensure other city infrastructure is in place such as hydro, water/sewer support. More people cause strains on the existing systems.
Too many neighbourhoods in TOD zones are excluded from height permissions. The city should raise heights, up to 8 stories, within 1 km of rapid transit
If low rise neighbourhood are next to rapid transit stations, then height should be restricted if adequate transition areas can't be accommodated.
Ensure the transit is frequent and reliable so that residents can actually use it, rather than increasing car density near these stations. Assign dedicated transit and bike lanes to enable safe, active transportation.
I like how the city has been negotiating for different buildings heights for high-rises next to each other to create visual interest, and avoid a wall of high-rises.
Here to I can not comment on as I live in rural area
City must allow air rights transfers and encourage use of density to achieve your goals. The difference 30 to 40 is not seen on the ground, they are all high
I a street was dedicated to max 15 stories let's say why not build multiples of these on the street, let's say on one side? Or some on both. Or is jamming as many apartments in one spot with malls the wish list?
27 storeys is arbitrary. 40 storeys is arbitrary. Let developers build as much housing as they can. Unless someone is balcony counting, the difference in height is not noticeable.
I strongly disagree with allowing high-rise buildings to replace low rise established residential communities.
None of these choices above. Max 27 stories and needs greater standoff distance than off, min 50 m

The application of an angular plane was a better approach to transition than a set 30-metre transition.

I think the Hub zones should be at all LRT station, with a larger area/radius and there should be much greater height allowances than currently given. I think the official plan and secondary plans should be updated accordingly.

Regulating heights and density in corridors that were designed to move more people across the City faster is illogical. If the City is serious about increasing public transit and getting cars off the roads, you should encourage + people to live near LRT

Why limit height by storeys/metres where we want density to go? Let the developer decide how much density can go next to transit. Height should transition closer to low-density areas, but still support development.

We need to maximise our rapid transit, and as long as community organizations push back on density, we need to have it somewhere, so the transit stations are a good place to start.

What will be the parking dictates?

Allow as tall and dense a building as you can.

We already have a 60 storeys tower in Ottawa. Use that as the benchmark for new towers near transit (within a 15 minute walk).

There should be minimum heights for the closest lots to rapid transit and automatic density allowed starting from 6 story gradually increasing to 30 or more for 500m in all directions from the station.

All buildings near transit must include inclusive affordable units, as what was proposed years ago!

The height has to fit with the rest of the neighbourhood and be gradual.

Redefine Mainstreet corridors to the LRT. This should not be considered for roads that rely on busses still to connect to the LRT. It should be a 15 minute walk radius to the LRT.

Nearby neighborhoods and the make up of those existing structures should be taken into account

Density near transit is essential and should be permitted.

Reduce building heights as much as possible in neighbourhoods.

In Hubs, go higher than 27 stories...along Mainstreets the predominant pattern should be mid-rise with high-rise only where special conditions exist (large lots, deep setbacks, very close to high order transit)

Buildings should be built on main streets which have buses

No, don't have enough expertise in this area to comment

Increasing density near rapid transit should be the goal. These developments should be mixed use, allowing commercial buildings on the first few floors of these buildings so that there's a reason to travel there for more than just the residents.

Do NOT leave decisions to developers. We all know how that plays out. Please do not slam in high-rises across the city so that there is no sun, only wind tunnels, and now traffic flow, only suburban gridlock (yes....the train and bus will save us...).

Official Plan does not say that 40 storeys is a must. Tranquil Byron Avenue is not at all the same as Toronto's Yonge Street ! Some common sense please, before the dictates of a few planners destroy the Ottawa that makes us a city people want to move to

Yes, I think height maximums should at least in part be determined by the existing maximum height of surrounding high-rises within a 100m radius. >40 stories get capped at a 20% increase in height compared to the next highest high-rise within 100m.

The city should investigate an exemption to the 2 x stairwell rule from the Ontario Building Code for buildings > 2 stories. This would make it easier to make apartments for families.

Ensure your transit routes will service all areas of the city. Currently they tend to only service people going to the downtown core, when many people work, shop and play outside of the downtown core.

Need greater setbacks and step-backs from street

It should also be according to the height of the low rise.

I'm in favour of greater intensification around (or above) transit stations but we seem to have transit stations distant from Mainstreets (surely Hurdman comes to mind, raising questions). Unlimited height is simply not needed.

Focus these on major arterial Mainstreet corridors

We should allow as much density near rapid transit stations as possible.

Maximize density in proximity to transit to reduce the number of drivers on the roads. Zoning near prospective transit hubs should also be relaxed now in anticipation of future hubs (e.g. LRT lines and bus terminals).
I want to see height regulations better distributed across the region. I don't really support any of the options in #13 and forcing me to agree to one of them doesn't represent my opinion.
Unlimited.
No tall bldgs. Ottawa needs to expand only not build tall buildings and have major congestion . People should move to the smaller communities and have transit go there
Higher buildings should be allowed but adequate green space and parking must also be allowed. While the idea that people are not going to drive is interesting it is not realistic .
I think the proximity to the transit should apply. Build tall building within a specific distance to the transit. Protect overdevelopment of heritage neighbourhoods.
Re: question 13, my answer is NONE OF THE ABOVE -- see my previous comments.
No one wants to take transit it's poorly layout , expensive and slow. Why are you trying to squish so many people into a location where you assume they want to take transit. You are not building high-rises out in Orleans next to the overpass stations?
Building height needs to ensure creating a sense of community, green spaces, walkable areas and sustainability community
Increased housing should be prioritized close to transit corridors to make use of the infrastructure investments.
Nothing further, except that on the flip side, heights should be more restrictive further away from LRT stations
Mainstreet corridors should take into account existing low-rise buildings that back onto the corridor and should not jeopardize the need for green space
The more units near major transit the better
Money talks citizens walk
These are the places where we most want density, so that we can make use of efficient forms of transportation and move away from car-dependency. We should be allowing for a lot of density here

We should build as much housing as possible near transit stations--this also means we should be less restrictive about parking spaces since people living near transit don't necessarily need cars. Taller buildings should be allowed outside main streets.

It would be helpful to have real life examples demonstrating the proposed limitations. Is there a particular street where this presently exists that would help me visualize it better?

Why stop at 40 stories?

The transition zone should be at least double the proposed height, Especially for those butting up against units that are 4 story and below.

We have to look at if the rapid transit stations have plenty of room to expand and accommodate the increased demand that the high-rise buildings provide.

The city should use the leverage it has in offering taller buildings to require some affordable units be included in the design.

Proximity to nearby low-rise neighbourhoods must be a consideration. The width of the Mainstreet is also important to consider. Some Mainstreets are really narrow and a building canyon loses its appeal as a community shopping street.

There should be no height regulation around rapid transit

As above, do a neighborhood planning exercise to look at the context of opportunities and constraints. Neighbourhoods function best when they have a vision for success and steps to achieve that success. That's the very definition of "planning".

Heights of this magnitude should only be allowed if they do not impact the adjacent neighbourhood e.g. Possibly allow within the Tunney's Pasture area which is far enough away from the local neighbourhood.

Please consider the overall long term effect of creating mega tall buildings along "transit routes".

I support upzoning around rapid transit stations. The maximum of forty stories is reasonable.

I agree that 40 stories or taller should be allowed within 500m to a transit station with the 30m transition zone to low rise houses.

Hyper density around transit may increase crime because this is where gangs will meet and hang out

Transit stations should be accessible to all, including people living in low density housing.

Why must we destroy all the nice neighbourhoods in Ottawa to build these hideous buildings. All these new buildings are SO UGLY!!!!
More transit and more development must be tied together. All shopping, including big box stores must be within easy transit distance. High density housing and work/life development does not require acres of parking, it requires quick easy access.
Building height should not be regulated near rapid transit stations.
Zoning is too restrictive in this city, let people build what they want.
It's a good idea to build high density next to transit, but height should generally not be regulated at all
Unlimited height let's gooooooooooooo
Building height should not be regulated by zoning.
I'm unsure of what to suggest at this time.
Slightly higher buildings near rapid transit stations makes sense, but no higher than 27 storeys, and much less if possible.
Building a tall building where there is no plan for getting disabled people out safely when elevators shut down during fire alarms is meaningless.
See above comments. I do not believe that we need 27 story building period near transit or otherwise. Council should minimize height and maximize transition area as much as possible. The official plan needs to be amended.
While I generally don't think developers should have free reign, building height is not a huge concern. Developers should not be needlessly limited by height constraints on this front. Street level interaction is more important to me.
No. Stop this nonsense of regulating height and focus on what matters.
The city should allow higher density to stretch further into low density neighbourhoods instead of having extremely sudden transitions from low rise homes to skyscrapers on main streets
Density is needed near transit. Parking maximums near transit would be ideal so we can galvanize ridership.
End parking minimums - they really undermine the goal of TOD
There should be a minimum allowable density and maximum parking levels

Please allow for most/all buildings to have stores, or indoor bicycle parking, or indoor WFH space or... To help promote people being together.

The city should allow higher heights in established neighbourhoods within a higher radius of rapid transit, not just a few towers surrounded by single family housing. There should be a broader range of housing types.

There shouldn't be a maximum - even 40 could be too low for certain high-value areas of Ottawa.

Allow medium density across the city and enable mixed use as a default zoning rather than the current exclusionary zoning, that creates inefficient sprawl. The city needs to focus on creating economically resilient, non car dependent communities

Taller buildings should be focused in areas around LRT stations where it is appropriate, such as South Keys, Greensboro, Bayview, Blair, Tunney's Pasture. Building 27 storey buildings by the Iris station would be inappropriate. 6 storey mixed-use is better.

The City should make every effort to make high density development near transit stations as of right, without the need for long and uncertain consultations that drive up costs for new buyers. Ensure that density is approved in reality, not just in theory.

The transit system is struggling regardless.

Anything near LRT or rapid transit should be highly prioritized for high-rises

Building only near Mainstreets is not good for creating a livable environment. These are the busiest streets which are noisy and have pollution from cars. We need more density in more areas to allow people to live away from the pollution of arterial roads

If the tallest building will be located closest to transit, where already densely populated neighborhoods will be spared, I could possibly live with this. Like the 2 major buildings going up across 1 CentrepoinTE Drive, near transit and Algonquin.

Remove low rise zones near rapid transit, excluding them from any significant upzoning by barely changing the building envelopes allowed is prioritizing the selfish wishes of a tiny group of people over the overwhelming majority that gave a strong mandate

Again, why is the only option "limited to 40 stories"? If there's demand and infrastructure, there should be no hard limit.

Height limits are too strict but we must also make sure not to blunt the benefit of height by proposing secondary regulations like setbacks that are applied more heavily to taller buildings to prevent their building and make them unviable

Build. More. Homes. Especially next to transit.
The rule of not being able to build taller than the Peace Tower downtown is dumb and should be removed
As long as there is adequate space and enough breathing room by a rapid transit station for a higher building.
Height should not be regulated, build baby build
These options are all too tall. Tall buildings should be located downtown.
Low rise (6-9 stories) neighbourhoods in all areas of the city better than high-rises, eliminate to N1 and N2 encourage N3 and N4 everywhere
I do not agree with any of the answers in 13 but I am being forced to answer. Baseline Rapid Transit is a pipe dream. One bus once every 15 minutes eventually on a faulty design running down the centre of Baseline. And not enough space to give this answer
I think it's important to not have a wall of 27 storey buildings, there should be a mix of low rise accommodation as well.
It appears as though the City is relocating the downtown core to Westboro. Why? The City should be focussing its plans on building tall towers in the downtown core where they are expected and belong.
I feel like we are all very comfortable stacking the poorer neighbourhoods with taller buildings and squeezing them close to transit and other noisy infrastructure.
You're feeding people to corporations for profit if you don't find a way to force actual low cost housing into these plans.
Lets build a real City with skyscrapers in my opinion, the higher the better.
There should be no height limits near main streets or near rapid transit stations.
Actually, the regulated height helps to create a relative form of order in view of the current level of development and Ottawa population for the moment.
We have a once in a generation opportunity to unlock housing and meet the moment of the housing crisis. Let's not waste it because some people are scared of tall structures.
High-risers should be limited in height up to 25 storeys only

The rapid transit system should be the driving factor in urban design. The landscape, climate, & local resources; ease & low cost of structure maintenance; daily life, & special needs of residents & businesses should be the basis for the plan.
Building heights is an obsolete concept especially if you have the gift of Ottawa's future. Also "how close" or "how far" are most difficult with respect to City recommendations/decisions.
Doesn't seem to matter what residents want - developers and city planners rule the roost
I disagree with all options in 13
Keep it 27 storeys!! These are already really high buildings! Jamming 50 more people into these tiny high-rise apartments is not going to solve the crisis, but it WILL erode the "character" of historic neighbourhoods and speed of economic stratification.
Start slow. Properties adjacent to LRT stations should be zoned for high-rises where it makes sense to do so. Let the developer apply for the variance.
Do not give developers room to decide - this is the city of Ottawa not the city of Developers
It is imperative that the high-rise be close to public transit, the road infrastructure in Ottawa cannot support the influx of residents a high-rise brings.
It makes sense to have high density close to transit, but the problem is the lack of rapid or just transit stations across the city. OC transpo generally is unreliable and routes have been making less and less sense.
I choose the lesser of the options....but opt for any that will avoid the repeated walls of glass and concrete
Use the angular plane requirement set forth in the current zoning by-law.
40 storeys are needed. Population density helps the efficiency of our businesses and transit system while tackling housing problems.
I support allowing heights above 27 storeys near rapid transit stations on Mainstreets because it helps address Ottawa's housing supply challenges. These areas are well-suited for higher density due to their proximity to public transit and services.
We should not regulate the building height as scrappers are a sign of the city's progress
Have the planners ever lived in a 27 story building to experience the problems that arise. Before suggesting such a solution they should experience it.

Mainstreet Corridor streetscape character and existing width of streets and sidewalks should be accounted for when higher density is proposed near or on them
Reduce population growth. There is no value in over populating areas that are already straining. You are creating an environment for high crime, depression, and rage. There is no infrastructure to support roads, sewers, power, and Quebec etc.,
Please require building designs that enhance the pedestrian experience by requiring active street-level storefronts and other active uses of the street level (e.g. Community spaces)
Increase building height limits for low rise areas around the City's transit stations to allow for more middle housing
Prioritize safe and healthy roofs that allow all citizens to eat and sleep and raise families. Don't get lost trying to legislate community character because you are afraid a NIMBY may complain of abrupt transitions.
I like the idea of tallest buildings being closest to transit stops. It seems the most functional and supports the use of public transit.
Transit and housing planning should be very well contemplated together.
Build tons of housing! No height limit! No need for set backs or transition zones!
I don't agree with any of the statements in question 13. Yes, logically there will be intensification in areas closes to rail transit, but the City also needs to factor in the existing residents. A better solution is needed for Mainstreets that abut homes
Grow up Ottawa! The sky is the limit.
The fewer regulations on building height, the better.
This whole survey is rigged. Question 13 provides no option for a transition area greater than 30m and less than 90m for height. This is a survey designed to get the answers the city wants.
I hope factors such as increased traffic flow proximities to green space and parks is taken into consideration
Please don't totally ruin this beautiful city.
Height of the building should be a maximum of 27 storeys (possibly 30) and consideration of increasing transition area. I believe height regulation should be regulated in all of the City so as to reduce intensification and disperse throughout the City.

Need to take measures to have construction of the transit system be executed on a 24hour schedule- this is needed to get the project as close to back on schedule as possible.

Mainstreet corridors will have rapid transit that at best will be bus lane based BRT, which can have a high capacity, but lower than subway. I don't think they will have the same TOD 'pop' as LRT stations, nor should they, as they are a linear not cluster

Legalize it all, we want as much density near rapid transit as possible. This is a no brainer to support people who want to use City transit and to make good on our significant investment in this area already

Yes, go big and tall!

Nothing not addressed in question 12, no.

No. I do my best and agree with more walkable cities and relying less on cars. This isn't my area of expertise though. But I do my best.

Not height related but I think OC Transpo should sell air rights over the stations for housing or retail to make more money for the underfunded system. Same with any land they own adjacent to the transit hubs

Traffic generated should be the main thing to look at and we need ground floor commercial

Height should not be restricted and the transition area should be less than 30 meters. It shouldn't be based on history alone as that restricts development and transformation of a place.

Do not allow 40 storey buildings. Unless you are very tough with the developers and get written assurances that they will provide in-house daycare and outside recreational green space, you will have another Jane-Finch Corridor, as in Toronto.

I think the neighbourhood should be considered. If there are no buildings in that height range, that should be taken into consideration, despite location to transit.

We can give some leeway to developers. They generally know what the demand is and won't plop down a 50 story building in the middle of nowhere. We shouldn't over regulate this stuff just like we shouldn't force single family homes.

40 stories should be allowed as of right as laid out in the official plan. Reducing it to 27 sounds like a cowards way out because nimby's were complaining that a city of a million people was finally building sky scrappers

We are experiencing more extreme weather events due to climate change -- have building standards adapted to these changes? I am worried about the possibility of a catastrophic disaster as a result of an extreme wind storm or tornado.

This survey exposes the classist expectations of the city planners. Clearly the concern is not over the unsustainability of high-rises but rather how to make the height "transition" palatable to surrounding homeowners.

As stated before, use a scaled transition approach

More density near transit is essential

Again do not agree with these heights nor with the distances.

Let us continue to consider what it is to be the most liveable mid-sized city. I think the city needs to set rules in the zoning and then adhere to those rules. It would seem that developers seek & often secure exemptions to go higher.

Ways to ensure a diversity of building heights, form, massing and scale. Also some sort of zoning provisions regulating building and surrounding area lighting (exterior and interior) to reduce the growing problem of night-light effect along Mainstreets.

## Appendix E – Responses to Question 16

**Question 16: Do you think privately-operated “neighbourhood parking lots” or “neighbourhood parking garages” should be located in other areas of neighbourhoods not listed in the previous question?**

Comments
I don't understand correctly but I would rather like publicly funded parks.
Parking lots near transit are aberrations and contradict everything the city is trying to accomplish. It goes against the objects of the Official Plan.
I don't think they should be privately owned :) and if they have to exist, they should be mixed-use spaces with residential and/or commercial components that benefit their surroundings (such as grocery, pharmacy, medical, library, etc.).
Should be allowed city wide
Close to o train
Yes
IF they are for neighbourhoods then put them in neighbourhoods. Proximity to the neighbourhood is the only criteria
NO! I don't even like the idea of "neighborhood parking lots or garages". This causes noise, pollution and security issues for an established neighborhood.
Parking should not be "for profit", cost should only cover necessary operating and capital expenses.
Closer to their own homes so they can get in the care with the kids, out of the rain. Where seniors can have their children park when they need help. Don't just think of the mass. Do something for the few.
NO
This survey is misleading as answer option assume I support the whole community parking concept. You build housing it goes underground beneath the high-rise. I do NOT want a parking lot set up in the suburbs, ever.
Any location that is likely to have insufficient parking for the development. We're already seeing issues with the overflow from townhomes and are expecting even worse when the larger apartment buildings are available for rent.
Residential neighbourhoods transitioning to higher level transit.

This is a great idea for new mid density development to make more efficient use of space, eliminating the need for garages and driveways.
In high-density neighbourhoods with limited on-street parking options. I.e. Chinatown, Little Italy, Hintonburg, etc.
Yes. If a property owner thinks they can make more money from a parking lot then a house in a neighbourhood, then let them.
I do not support "neighbourhood parking lots" because it would be difficult to enforce the use of these spaces and they would be no different from privately operated commercial lots or rolled into the parking available to building tenants..
Sure
Nil.
They should be permitted temporarily in areas where rapid transit service is not yet available, and permanently where rapid transit service is not envisioned in the TMP
I find it funny that you are eliminating parking requirements for most residential proposals and at the same time adding communal parking lots in various.
Not sure where you'll find space for these??
Old Ottawa South. Has a lack of parking garages, and Bank St need the parking off the street.
No
They should be permitted everywhere, so they can be built based on market demand.
Anyplace where the owner/operator finds a viable business case.
I think there is a place for them near suburban O-train stations for commuters to park and ride.
Close to suburban, walkable neighbourhoods.
All LRT Stations in the outskirts such as Blair Station should have as much free parking for LRT users as possible to encourage LRT users
Please make them as underground as possible with a playground or park on top.
It could work in certain areas that really lack adequate parking- like the Glebe and old Ottawa south.

Perhaps adjacent to car free zones of such zones were to exist. Similar to some European areas where cars are not allowed directly into a neighbourhood. This is more of a long term goal.

Allow people to park at their residence.

The above questions seem to imply these lots are intended for public use to public facilities. This is the exact opposite of what is needed. They are for local residents living in new higher density housing typologies where there is no parking on site

PARKING IN OUR AREA IS A HUGE SAFETY CONCERN AS THE STREETS HAVE NO SIDEWALKS, ARE VERY NARROW (22 FEET), NO STREETLIGHTS AND REQUIRE DRAINAGE DITCHES, LIVING ON A DEAD END WILL PREVENT EMERGENCY AND OTHER VEHICLES FROM ACCESSING THE DESTINATION!

Integrated in neighbourhoods undergoing rapid densification.

I would only support these (and in minimal contexts) if we are removing or repurposing other spaces currently dedicated to car parking, otherwise I think it could easily just lead to even more space taken up to park cars.

I would like to minimize the space given to car storage. Parking around transit means that people using transit have to walk through parking lots rather than immediately accessing desirable amenities or shopping.

No...I think the City should reflect upon what the word 'neighbourhood' means

I think that providing parking is a business that should be permitted anywhere. Cars need to pay for the space they use up. I am against cars being able to use public space for free.

No . Not appropriate in suburban residential areas where appropriate on site parking needs to be provided due to lack of transit and access to services.

In higher density areas.

I really don't think any of these rules are necessary. Let developers provide the parking they think is needed. If they have too much in a building they can rent it out (many currently do!). I really don't see why the city is getting involved

I do not think this should replace housing parking. Residents should have parking by their house. I refuse to buy a house without parking. And the houses that do not, it causes problems in the neighborhoods.

Such lots would not be necessary if you mandate sufficient parking in the residential buildings

In an automobile-oriented city, such parking facilities should be allowed everywhere. But as the privately-owned car become less important (transportation alternatives or self-driving vehicles increase) these lots or buildings will convert to other uses.
In neighbourhoods for neighbourhood residents, not commuters
Obviously in dense new neighborhoods where parking spaces are no longer a requirement for building permit
No, I think these private lots should be limited. Big American companies like IMPARC and Indigo should not be allowed to own property and make \$ of neighbourhoods because the city does not want to force developers to provide enough space
Next to police stations because then when cars are stolen the police are right there. Next to schools so that the kids will know what we prioritize in our city
Mass parking should not be encouraged.
All parking fees should be lowered so people will use them and not park on the streets. Some privately owned and some by city. We need them everywhere for people will always want a car.
I don't agree with them.
Orleans and Kanata should have them! Why do you punish people who live downtown with high parking rates when other parts of the City are encouraged to drive.
I think keeping parking lots/ garages to a minimum is the best strategy. The more we build parking, the more cars we allow to use roads etc. Ottawa should focus on reducing access to and support of parking.
Not sure
At the ends of the LRT network
Anywhere where the zoning will be allowing more than 4 units, where 5+ unit will be, and some tenants will want vehicles with no where to park. The higher density = the greater the need for parking
Parking lots should be owned and operated by the city
The suburbs would be a good place if it means that the person building a home would be able to have smaller setbacks and not have a driveway. The issue is if they still have just as much private parking on their homes.
I think we should use this to reduce overall parking

We don't need more parking lots in Ottawa, we need more travel options outside of driving. Sounds like these lots would be great in locations that have fewer options.
I am not sure they should be privately owned
Neighbourhood parking lots should not me "park & ride" lots that really should be free or at only cost recovery to get more people out of their cars and onto public transit.
I think we should really limit parking in the downtown and near downtown transit stations. We should prioritize the use of public transit and active transit.
They should only be in areas where parking is not provided on site for residents, and areas with poor transit service. It should only be for residents , not visitors.
These should be permitted anywhere private operators want to build them, if they are underground. Large lots should never be permitted above ground.
No. Improvements to public transportation is more important
I don't think these privately operated garages should be permitted at all. This should be managed by the city and created by the city to fulsomely ensure that the goals of the space and use are well met. If profitable to 3rd parties the city should profit
I support the idea of letting neighbourhoods establish private parking garages if there is a demand for it.
Is this not to accommodate residential parking for the increased density? If so, then these need to be near where people are living. I hope you are not allowing builders to get away with inadequate parking
Neighbourhood parking lots should be allowed in areas in transition from low to moderate density adjacent to major transit improvements have been planned or identified in the TMP. These parking lots would be removed when higher levels of transit arrive
I think they should exist in high density areas where there is no street parking available and close to public transit so people can drop their car and take transit
Enough parking should be provided at the residents home, not in a neighborhood parking lot.
What business of any of this is the cities? If someone has land and wants to build a parking garage, let them.
There should be no restrictions or subsidy: let the free market provide adequate parking.

I think the Glebe has found a good balance in their neighbourhood parking lots; close to bank, further away from the concentrated residential areas, but it would be interesting to hear their perspective.

Let the market build private garages wherever it thinks is best

Unsure at this time.

In my view, the parking lot under construction at Preston and the Q.E. Driveway, across from Dow's Lake, is an example of what the City should not be doing: building ugly concrete structures that detract from valuable and valued green spaces.

I think there should be less parking lots in this city and better public transit infrastructure. I think high traffic streets should have more traffic calming devices, such as bioswale bump outs. We would not need so much parking if we had better public tr

Outside the city near o-train and or rapid transit

These seem unlikely to be a big deal - I do not see why they would need to be regulated. Parking isn't cheap, they won't build it unnecessarily.

You shouldn't have privately-operated neighborhood parking. Period.

Locations closer to roads designed primarily for moving motor vehicles, and further from streets designed to provide access to homes and businesses

I think shared parking lots should be used to get cars off the street. If pooling parking is more efficient and declutters the street, then it can be good. Otherwise, it just creates more traffic.

Ban open air parking lots. Parking should only allowed to be built if it can be underground or integrated into a building podium and hidden from view.

Residential neighbourhoods.

Parking lots near rapid transit are an aberration and the city should avoid inefficient land uses

They should be allowed to operate anywhere in the city. The owners will only build them in places where they expect them to be well-used.

No. Additionally the city should abolish parking minimums and requirements, and instead focus on building out public transit and alternative infrastructure. Parking lots are not a productive use of land

I think neighbourhood parking lots are a horrendous idea, only made worse by privatizing them. Invest in better transit instead that removes the need for 2 car households, or even eliminate the need for owning a car at all.

Neighborhood parking lots should be placed in areas in which they can reduce the footprint of existing parking lots. For instance, replacing a large open surface parking lot with a 3 story parking garage.

Big park and rides at o train stations far from downtown

Community centres should have FREE not privately-owned parking.

Where ever they are needed on a regular basis.

I don't know... To me it would solve my previous comments, but again it does not solve the traffic issues. Too many vehicles for a 27 or 30 storey building will be a disaster

This is not a priority in any way, there is no parking shortage, there is a housing shortage

It would be nice if they were available in suburbs with no transit, and then street parking in those areas could be limited/banned.

Wherever there's demand.

Underground or otherwise vertically integrated preferred.

Building more parking lots is just dodging the real issue, which is inadequate public transit. You don't need parking lots if the busses are run properly

Privately owned neighbourhood parking lots and garages are worrisome as the owners charge exorbitant amounts of money for people to park there. Downtown is a perfect example of that. Paying 25\$ a day for parking or 200\$ plus a month is shameful.

It's important to have ample parking near transit hubs that serve residential subdivisions with limited direct bus service, as people may need to drive to the hub and park there.

If reliable transit is not available then parking should be

Should not be in neighbourhoods like City View. Park space or parking space. Just leave us alone please and you wouldn't have these problems.

Wherever densification is going to cause parking issues. We want to become a car free/transit city but the transition will take a very long time.

Not necessary. Should be case by case
Have them near transit stations in any neighbourhood, like in the Netherlands (modern parking "stackers" right beside train stations, even smaller, far-flung ones)
I think you should care more about the humans in your city than the greedy corporations
I have always said if the City would build one massive parking structure go deep and go high and it would accommodate lots of workers
Yes, where the planners have granted high density and low parking ratios, such as all these zero parking requirement multi-res, student housing, and similar
We need to ensure the parking is free to remain accessible to all
Nothing should be for pay. Parking is a right paid for infrastructure via taxes. Stop trying to force transit or penalize vehicle ownership.
Specifically not in the catchment zone of an LRT station
Near large office buildings or areas with a lot of office worker that is not serviced well by OC Transpo
They should be generally permitted based on need, not regulatory guidance.
The amalgamated city and post war planning forces the ownership of cars. Therefore the focus should be on a city plan where driving & parking easy when vehicles necessary, & with more communities where walking is feasible & safe.
Item 15 - all items are important.
I do not agree with privately owned parking space because the price can be increased and exorbitant
I think we're putting way too much priority on cars and vehicle traffic and not nearly enough on alternative transportation such as bikes and bike lanes.
This is a decision for the business sector especially with respect to business success or failure.
What I see the cost of parking is insane and city planners is the part of the issue.
If we let developers make a business of parking, then it should be "beautiful" or "hidden". They are profiting off a sector that we said be working to reduce in the core (cars). We need cars, but we need public transit more. So put in discreet parking.
We should be improving public transit access, not making more parking lots.

There should be parking near LRT stations so people can use it to commute.
Yes, if developers are allowed to decrease the parking they must build, then wherever that occurs there should be commensurate allowance for neighborhood parking.
Health care facilities. Privatised parking garages charge commercial rates which are generally higher and will deter residents from using publicly funded parks and recreational facilities.
Close to hospitals, educational facilities (colleges, universities etc.) And along main streets in close proximity to mixed use retail employment areas.
I assume density is key driver in choosing location
Close to O-Train stations would be ideal. Many suburban residents travel by car to the nearest transit lines.
Yes. These types of parking lots could also be helpful near university campuses, student housing areas, or high-density rental neighbourhoods where on-street parking is limited and demand is high.
I trust that these privately-operated parking lots are FREE. They should be provided by the developer.
Close to major transit hubs to provide a "park and ride" option
Neighbourhood communal parking lots are an excellent idea. They should be transitional, with a sunset clause that requires transition into housing development after 10 years, should permit permeable pavement and have space for trees and soft landscaping.
Definitely no
The market will know where to put them. Reduce red tape and allow for more flexible use-cases in as many locations as possible.
As mentioned previously, because of poor transit many people have to own a car to get to work. (For examples my commute by car is 20 mins, by transit it is 1.5 hours) Developers have a responsibility to provide parking.
Near transit stations to facilitate park and ride options
They should be located in neighbourhoods in proximity to new infill development, to serve those residents who are not being provided on-site parking.
Support underground structures. Build down, not up.

If I understand them correctly I think they should be located downtown and maybe should be at the ends of LRT. To give people the option to park-and-ride, other area would be city gathering spaces that don't have much transit to them like Mooney's bay.

They should be located in zones with higher density to reduce the need for individual buildings to have parking. Like N3 zones or denser.

No. If you improve the transit in this city, you wouldn't need to worry so much about parking...

Private driveways should have priority, not neighbourhood parking garages.

@ Algonquin station

They should be city run, not private. The city should CUT DOWN on car culture and provide TRANSIT. But if needs must, centralized parkades are better than street

Parking. BAN STREET PARKING. Lots should be underground when possible or at least integrated.

It's ironic that the City is restricting the number of parking spaces that can go into high-rise buildings, when extra public parking could be added. If the City issues \$50 tickets for parking too long on unmarked areas, extra parking is necessary

Near the train stations. One should ensure they include lots of trees for shade! That should be the rule for any parking lot in Ottawa including Home Depot or Walmart parking lots!

Sure, where needed. This can always be adjusted as things transpire.

Why not, if it is a self-supporting business....perhaps we could get more vehicles off the roads overnight and move them to local lots.

How is this parking paid for? That would make a difference about location.

How about this? Make sure that your "intensified" neighbourhoods have enough parking on the actual properties, so the parking doesn't spill onto the street and you don't have to pave over large areas of the neighbourhood.

I do not agree with the idea of a privately owned neighbourhood parking lots.

If increased density means condos and apartments and even triplex with limited or no parking, then a parking garage makes sense. It is good alternative to more driveways which eliminate trees.

Where it makes common sense to have them but not forced, the danger is gouging folks. Pricing should be regulated.
I think they could be acceptable anywhere
I disagree with your concept of communal parking lots.
No, we have too much land allocated to cars and their storage already. This question becomes more relevant if we start to actually develop and use our land, but Ottawa has a serious excess of parking already.
I don't know. As with the previous "rank" I selected random ones cause I got overwhelmed. But any sustainable, efficient proposal I 100% agree with, so don't let this survey selection fool you.
Parking garages and what not should be limited as they make areas less desirable. It would be better to have transit or other means like biking or scooters to access it.
I question private-ownership. A change of mind or owner could remove access. Prices could go up quite a lot. Own the problem, and provide parking by the city.
Definitely not.
Depends on area you are considering
NO. Do not put this sort of nonsense in residential areas.
If this allows us to reduce the amount of on-street parking and the ridiculous width of suburban streets, I'm all for it.
Near major shopping malls.
They should only be provided where the city has foolishly built for density but not supplied the necessary bus or transit connection to make not driving a viable choice. A better option would be just to increase the mass transit capabilities of the city
Having neighbourhood parking lots defeats the purpose of building for walkability. The only thing that makes people leave their car at home is the idea of there being no parking available. Street parking is adequate and this should also be charged for.
Many new neighborhoods in Ottawa have a concentration of 3-storey houses but only one garage and very narrow streets. There should also be visitor parking spots based on 10% of occupancy in those same neighborhoods
Yes -they should be in allowed in certain areas based on a ratio of population density to parking spaces available.

Parking garages and what not should be limited as they make areas less desirable. It would be better to have transit or other means like biking or scooters to access it.

I question private-ownership. A change of mind or owner could remove access. Prices could go up quite a lot. Own the problem, and provide parking by the city.

I am somewhat confused with the phrasing of the question as having these lots “for local residents”; if they wish to travel downtown, for instance, then there should be parking near transit stations, but to serve downtown residents, then yes there too.

In underground retail or commercial buildings. In condo buildings that have closed areas for shared vehicle parking and/or public parking. In buildings that do not require government-type security measures.

## Appendix F – Responses to Question 18

**Question 18: Is there anything else that you would like to share with the project team that should be considered through Draft 2 of the new Zoning Bylaw or anything that you would like to comment on in more detail in this survey?**

### Comments

#### Section 404 – Setbacks From Surface Water Features

Please consider modifying Subsection (1a) to remove the reference to a driveway. As it is currently written it may be interpreted that no driveway may cross any watercourse. This could have the effect of extinguishing development rights on many rural properties which require an access to be constructed across a roadside ditch to access the property. Many roadside ditches are classified as watercourses. This could have the effect of preventing the development of rural residential lots, access to farmer fields, and development of other rural uses. Further, it could prevent landowners from accessing parts of their property that could otherwise be utilized for agricultural or rural uses.

The ability to park recreational vehicles such as travel trailers in driveways needs to be considered and the wording of the by-law be very specific. Ideally the wording would state trailers can be allowed on driveways as long as they do not block sidewalks and/or roadways. Current wording of City Right of Way means that trailers are not able to be parked onto a driveway as the City right of way is take up most of a person's driveway. In addition, wording on how to measure a trailer needs to be more specific (such as without bumper and hitch) as the current wording is general and leads to confusion.

The city should pursue a policy allowing a broader range of housing types across all neighbourhoods. This would be accomplished by eliminating setbacks, parking minimums and allowing up to 6 story heights inside the greenbelt

If single home residential areas zones are going to change then there should be as a minimum 2 caveats. 1. High quality privacy fences must be installed between the single family home and the 4 floor apartment or townhomes. 2. As a minimum a 30m space between back line of existing lot and new build must be ensured.

I live in a community where single family homes have been replaced by 3 story semi-detached with secondary dwelling units, with each unit having 4 bedrooms. The density has quadrupled, as has the number of cars parked on the street and garbage/waste being stored on front steps because the building doesn't provide onsite parking or enough side yard setback to move garbage bins from the back yard to the curb. Parking on both sides of the street prevents emergency vehicles, school buses, garbage trucks, snow plows, etc. From getting through, especially in winter months when snow banks narrow streets. The new zoning allows much bigger buildings which will result in more cars on the street and more garbage to manage. Please deal with these by allowing paid street parking zones where proceeds could be invested in the community and mandatory garbage refuse buildings for all buildings with 4+ dwelling units.

Greater accessibility, safety for active transportation users (pedestrians, cyclists, scooter riders, wheelchair users etc.). We deserve safe infrastructure in all of Ottawa, not just painted lanes and not just in the core.

Integration of livability parameters that I would have liked to have seen in developing new ZBL:

Need to promote development of 15 minute neighbourhoods throughout the city. This requires more than allowing towers along Mainstreets. It requires coordinated planning for human-scale development with safe, pleasant walkways, shaded areas with seating, bikeways, safe ways to cross Mainstreets, shaded seating areas, etc. Older areas of Ottawa that already had achieved this organically are being undermined by promotion of towers and loss of greenspace and trees. Most of the traffic in our Wards originates outside our Wards. Small businesses are price sensitive. Observation: commercial units in the bases of new towers are often vacant. Climate change is already having a significant effect on livability in Ottawa. Our existing infrastructure is old and not adequate for the times. An integrated approach (sponge city, per Vancouver and Montreal) to urban heat islands, stormwater management, crumbling roads would mitigate health impacts, lengthen the life of existing grey infrastructure and improve the climate and air quality for residents. Transitway as planned makes it faster for people to travel between Kanata and Orleans. North south travel and east west travel from Carling southward is time consuming. People drive their cars. It's faster, more convenient. Planning as it relates to the downtown and inner urban areas seem tailor-made to drive families to the suburbs and outlying towns. We risk hollowing out the original parts of Ottawa.

Older people need parking near commercial businesses. Not every business is in a shopping mall.

Allow mixed agricultural renewable energy land use

Don't over densify in neighbourhoods not equipped to handle extra parking needs. Near transit (LRT specifically) and existing dense commercial centers makes more sense to have people closer to existing amenities rather than near amenities or transit that don't yet exist and may never exist.

Stop allowing developers from building on lands that drain the storm and surface water onto small creeks that flow through small villages and towns flooding private properties along the 40 mile route to the Ottawa river. Build along watersheds that drain short distances to the Ottawa river like Cardinal Creek watershed for example within the 15 minute neighbourhoods near transit like the east light rail.

Take advantage of the Act, truly implement the vision and goals of the OP. If you are serious about the intensification etc. Then put the environment - proper zones - in place to allow it to happen

Industrial uses, such as wind turbines, should not be permitted within at least 1.5 km to any home.

No development killing height limits. Bank & Montreal Road transit tunnels. Keep up the good work.

I strongly disagree with Iris Street changing from a residential zone to a commercial zone (R2F to CM2). There are many seniors who live on Iris Street and changing the zoning would increase the traffic which is already bad on Iris Street. The councillor should take a poll of the existing residents to see if they agree with the change.

Increasing density inherently challenges livability, and therefore requires more parks, greenspaces and places with a human scale, as well as access to such spaces directly accessible from high and mid-rises buildings. Bringing mixed-use on the first 2-3 storeys is not sufficient. - High-rises with not enough family-oriented living quarters (3 bedrooms appt./condo) does not respond to housing crisis affecting families, and can result in rent increases. - Intensification going from the city core towards suburban and rural areas can result in further sprawl of development, which tends to respond to market demand; and families/people with the wealth and thirst for spacious accommodations will create that demand as they will leave densified city neighbourhood.

I strongly believe that the lower density zoning allocated to the suburban transect neighbourhoods is unfair. At a minimum, they should have the same zoning as being applied to Outer Urban.

Issue 1: Minimum Parking Rates for Villages:

Option 2: Require one parking space per dwelling unit in the V1, V2 and V3 zones, but exclude the VM-Village Mixed-Use Zone.

This would allow the traditional Mainstreet's to maintain their walkability and character and let developers decide the number of parking spaces needed in those area.

I am glad council directed staff to implement this in draft 3 of the zoning bylaw.

Issue 2: Maximum Building Height in N1 and N2 – Neighbourhood Zones:

I think the Neighbourhood zones N1 and N2 should be increase to 11m across the city. I will call this option 4+ as it would amend any secondary plans with 8.5m height restrictions. This would create consistency across the city and allow for more housing in this housing emergency. If the suburban wards have this implemented now, the rest of the city can easily accommodate this.

Issue 3: Conversion of the R4 zone to N4 zone in the draft Zoning By-law:

Option 1 would carry forward the provisions in Draft 1.

I support option 1 as this would allow a larger diversity of housing in neighborhood zones, this would allow families to live closer together as member may need to access different housing types during different stages of their lives. It is difficult to find senior living centers and rentals for students and young professionals in current residential zones.

Issue 4: Building Height Transition Framework:

Option 5, 45% increase from the lot line up to 30m with height max of 100m (30 Stories) is the best option allowing consistency between properties, adequate setback and covers 95% of applications reducing the cities administrative burden and allowing a greater range of future proposals as-of-right.

Issue 5: Communal Parking Lot Permissions in Neighbourhood (N1-N6) Zones

It is difficult to understand how this concept would work in practice, thus I agree to Staffs recommendations.

In general, I would like the City of Ottawa to be more ambitious with this new zoning by law. Here are two idea would enable more density, housing and buildings:

For hubs, Mainstreet corridors and Minor corridors the Official outlines heights in the transect section (section 5) table 7. I think the new zoning bylaw should incorporate the maximum heights outlined in the official plan, which would allow people to build anything up to that prescribed height which is I see as the intent of the official plan. The hub zones around the LRT stations are too small. The official plan states that: Hub zones would be located up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise. Currently, in the new zoning by law Draft 2 zoning maps, many LRT stations do not have Hub zones reaching the minimum 300m around the stations.

I think the Hub zones should be at all LRT station, with a larger area/radius and there should be much greater height allowances than currently given. I understand that these smaller hub designations may be caused by secondary plans and the official plan hub designations but I think they should be amended quickly to build walkable neighbourhoods around our best transit stations.

Reduce or eliminate setback requirements, allow four stories and fourplexes within the entire urban area. Reduce the need for rezoning applications to build anything. Allow more mixed uses in neighborhoods to add more walkable choices for residents.

Comments about specific zoning sections:

801:

- Setting maximum density on top of height restrictions is bad policy. If oversized lots are located in N3 zones, but can fit >10 units, you're forcing builders to underutilize land during a housing crisis.
- Setting a maximum depth of 20m for 6 units or less could directly contradict 801 5) c) and d).
- If a privately serviced lot can sustain >2 units, why limit it? The way it's written now, it appears that it could include rural properties. If this applied to urban or suburban lots, and connecting to city services is possible if the well run dries or septic can no longer support the housing type, then the City shouldn't be limiting privately serviced lots to >2 units, especially in areas where >2 units per lot is allowed...

802:

- What if OBC states <25% facade requirement due to limiting distance (i.e. Zoning (form) is more stringent than the building code (safety))? I don't think adding additional barriers for builders is productive.

1303:

- This section limits the size of potential businesses that could be a benefit to rural communities. (i.e. Foodland on Bank St wouldn't exist under new zoning definition, which would prevent communities like Cumberland, Navan, Sarsfield or Vars from having something similar). For example, 2725 Old Montreal Rd would be a great area of shopping, medical services, bank, etc. The lot is 46132 sq m, but under this zoning definition, it would be limited to 2500 sq m of leasable space... That's 5.41% land usage, when 30% is generally the maximum in that area...
- Would a church be limited at 2835 Old Montreal Rd under the new bylaw?
- Why do some lots have 2 different zoning overlays on them? If zoning is going to be amended, it might be worth looking at changing the zoning on these lots so that there's one zoning type (if its village mixed or residential + commercial, just make it commercial since housing is allowed on commercial land under the new overarching housing policy change).
- - Clarity on what maximum density is in rural settings would be appreciated. Current zoning bylaw has fairly clear, but isn't in this iteration of the draft.

Reconsidering the allowance of rooming houses in any residential area, they tend to come with many different problems that enforcement/building codes areas cannot deal with effectively, unless you change all to adequately deal with all issues that come with rooming houses.

Be BOLD. This zoning bylaw is for the future not for the past! Ottawa has the bone to not be auto-dependent but it takes commitment!

Why isn't there a residential zone where the maximum number of dwelling units is one? Do we need to move out of Ottawa to ensure that we can live in a neighbourhood with single detached houses, and not be surrounded by multi-unit dwellings?

I think that mixed-used walkable neighborhoods are key to urban quality of life, as well as the financial health of the City. As the people of Strong Towns have often shown, it is these denser areas which bring in revenue to allow for the services the people want/need. Also, allowing for density of both housing and civic life, means less reliance on cars, which so often degrade the public space and end up clogging up our streets.

Committee of Adjustment Terms of Reference need to be amended to include not only the objective variance issues such as setback and sunshade etc. But also to include the social/community impact of over-intensification. In the last three years, in the Ridgemont area, developers have succeeded in misleading Panel 2 with the result that on standard 100x50 lots, semi-detached buildings have been erected that house up to twenty-four bedrooms.

Please do not change the zoning. Many things are currently being built and it would be great if you could wait to see the impacts of those changes before making changes to the zoning.

The elimination of parking minimums will put burden on neighboring residential streets and could ultimately force the City to build public parking garages at a cost to the taxpayer rather than the developer. Developers should be required to demonstrate that the proposed parking supply is sufficient to meet the needs of the specific development in a quantifiable way that can be supported by Planning Approvals staff. There should almost be a checklist that developers are required to fulfil if they want to propose zero parking so that the City can cautiously permit it without taking on a future parking problem.

Regulate less, avoid the need for variances for all development proposal. Support a variety of development, allow more intensification.

The density targets as proposed are TOO HIGH

The primary focus should be creating a zoning plan that will allow and encourage the building of sufficient housing to support the existing and future residents. We don't currently have sufficient housing, and this zoning by-law needs to help rectify that. This needs to inform all decisions.

Protect Centrepointhe park as a green space. Do not allow any buildings or amusement parks on the green space. Build a community centre for the elderly in the area for a healthy retirement

Upzone more neighbourhoods that are 200m to 800m from transit, like South Keys where I live, which should be at least N3.

Any low-impact business (non-industrial and minimal noise pollution) should be allowed on every lot in the city. If someone wants to open a corner store, home-office or services type business it should be allowed in any neighborhood on any lot.

Asking people to rank 1 10 is not that easy. I would recommend have not more than 5 choices for each question

Heritage designations must be revisited in light of such drastic changes. Heritage property owners stand to lose significant value without the ability to adapt equally to the properties beside and nearby.

Low density neighbourhood zones are set at a maximum height of 8.5 m, effectively two stories, including those in urban areas close to transit, jobs, and schools. Meanwhile, neighbourhoods outside the greenbelt are permitted to go three storeys...urban neighbourhoods should have more density in the zoning bylaw.

Inclusive affordable housing is not only needed in the core, but suburbs also. All type of housing should be equally distributed.

The Evolving Neighbourhood Overlay is of great concern to me. My street is 40% N2 and 60% N3. It does not make any sense. I understand that a private company from Montreal WSP decided on the Overlay for Ottawa lots, and they made errors in determining walking distance. Now it is impossible to have those errors corrected. The N3 zone code will be forever and I hope the New Zoning Team will provide a method for correcting incorrect N3 zone codes.

About heights, I am in favour of retaining the Maximum Building Height of 8.5 metres in N1 and N2 Zones. Mr. Ford will soon implement by regulation as-of-right minor variance for building heights. Enough is enough.

Find a way to have people respect the rules of the world.

Developers really need to plan for adequate parking spots when building. The current trend of 1 spot or less per apartment unit has resulted in tenants parking along the street, which creates congestion and inconvenience for the neighborhood. Emergency vehicles are often unable to pass through in winter.

Allowing businesses within neighbourhoods and not necessarily on main streets or corridors is a good start!

Reducing setback requirements in low density zones would allow better use of space within these zones.

This survey has several problematic questions. When asked to rank 1-10, it is not specified if 1 is the highest priority or the lowest priority. The data from the questions cannot be used and respondents will have answered this differently. There are also typos in the survey: "care-share".

Provide more City parks and recreation facilities for increased population due to intensification.

Further upzoning to create taller higher density buildings with tiny units is not the main housing challenge in Ottawa. The main challenge is providing more family friendly and affordable housing options in low-rise/ground oriented neighbourhoods that are not relegated to the outer fringes of suburban Ottawa.

I was at the open house consultation at CentrepoinTE so I will repeat a couple of the comments I made there:

- While I'm sure there was a great exercise done to reduce the number of residential zones codes, there are still too many residential zones and is still too complicated. If there needs to be so many charts showing the many transects and so many exceptions like height and A-F subzones and whatnot then maybe the issue is just too many zones. I hope it's not too far fetched of an idea to just eliminate all the height exceptions/subzones and just bring up the height to 11m since that seems to be requested so often it is listed directly in Table 801A. Then instead of 36 multiplied by unlimited possible building heights zone codes, you get just 4 codes and doing so make it easier for the city and make it simpler for the public to understand.
- - I'm surprised how there were many options considered for village parking rates and none of them was "keep no minimum parking rates like in the first draft". When multiple cities in Canada are shown to be moving towards entirely removing minimum parking rates even in village areas (like Edmonton and Vancouver) why is the capital region ignoring all the discussions made from other cities that say it is fine and going back on Ottawa's original draft to adding back parking minimums after removing it? All there seems to be is unfounded concerns with who knows what support, because even with no parking minimums developers can still chose to add parking in these areas nonetheless.

Many dangers will be created when both sides of the dead end streets are riddled with parked cars. Parking lots will not solve this problem as the many non residents come to visit all the new units!

I live in one of the least dense parts of the city (Convent Glen North) and I think we need more 'by right' density city-wide (at least N2 or N3 standards is a good start) to support a more financially sustainable city and counteract historical sprawl. I also mentioned I think city-wide low-impact commercial (-c designation) would be a positive step towards reducing car dependency and creating more places to go near where people live.

I am against sprawl and think the solutions to the city's challenges are densification allowing for a variety of housing options and public transit. Cities which do this thrive, cities which sprawl and build more lanes for cars don't. It isn't a theory, there are many real world examples that prove this fact.

IF there has to be intensification....can we please focus on the aesthetic? People won't mind a beautiful building in a landscaped environment...unfortunately some developers disregard this element. Zibi has style....LeBreton, at present, is trying to mimic the 1950s Soviet era of design.

We need a seriously energetic run at building better (better energy/carbon efficiency, better building resiliency, emergency sheltering spaces (heating/cooling) etc.) And incentivizing and planning 15 mnhs. Why have so many restrictions on home-based businesses and smes? Why not have zoning that requires a certain amount of commerce and service in \*every\* neighbourhood?

Limit encroachment of commercial ,other non residential uses, and higher density residential uses in suburban areas unless they are entirely consistent with legacy plans that were in effect when these areas were developed.

Obstacles to public acceptance are due to the inflexible and arbitrary definition of what constitutes a "Main Street". Residents in any ward will never consider a big street with many existing commercial strips and offices to be the same as a road in a mostly residential neighbourhood. They citizens can all see that they are not the same! And should not all be locations for big apartment buildings. Gentle intensification is the way to go in residential neighbourhoods. Going from streets of single-family houses to apartment buildings of 4 stories (4 modern storeys I.e. 6 storeys in an older buildings) has been quite a change already. Disastrous for the houses close to them, as the homeowners quality of life and the resale value of their houses has plummeted. That's what happens when your backyard is suddenly overlooked by 20 apartment units.

My hope is that these new zoning by-laws be passed. I would also urge the importance of simplifying the by-laws as much as possible with the aim of speeding up approvals.

It was difficult to answer some of these survey questions because many of the answers appeared related and the implication on zoning wasn't clear.

If you are going to build more communities, ensure you have the infrastructure to support it. Roads and traffic patterns should be considered and addressed prior to construction not after.

You've made the ZBL changes too difficult , too complex for an average resident to understand.

Re: survey. I find it difficult to rank certain aspects and not have an opportunity to use the same rank twice. Some things are just as important as others but there is no means of stating that fact. Also, I don't think urban residents should be commenting on rural elements as they usually have no clue what the issues are.

Keep in mind that this survey is in no way representative of the opinions of residents of Ottawa. Only very strange people spend their time on things like this (myself obviously included). Most people don't really care about development and don't know a new Zoning by-law is even being developed.

That said, the housing crisis effects nearly all Canadians. Please don't allow a vocal minority to stop the city from growing.

Encourage more MDU building in the 9 story 36 unit layout

All the lots that fronts on the main street or surrounded with the higher zoning areas should be up zoned to allow higher density

Too often in discussion, height is confused with density. An appropriate level of density, which supports transit and makes efficient use of infrastructure, is not solely a matter of allowing greater height. Having lived in the most populous urban agglomeration on earth, Tokyo and its environs, I can testify that density does not mean that everyone lives or works in towering skyscrapers.

Address the densification trends in the context of transect density targets with a view to focusing on neighbourhoods which are seen as not inclusive but enjoy more amenities including city parks and greenspace and city facilities

We should not have parking minimums anywhere in the city, there should be four units as-of-right on each city lot, and we should prioritize allowing grocery stores and other amenities to be built close to homes. We should not allow large, non-walkable residential neighbourhoods with nothing but houses to be built anymore.

Reduce the amount of on-street parking to make more room for bike lanes. This can go in tandem with parkades, otherwise it will encourage greater public transit use or active transportation.

Just to reiterate that once land is gone, it is gone forever. Ottawa is becoming one of the worst examples of suburban sprawl. The new neighbourhoods are horribly designed and what used to be a beautiful city with surrounding nature and country side is now just siding and shingles. There is nothing to entice tourists to come and see.

Parking garages are a blight and should be underground or out of sight. Resources towards building parking facilities would be better directed at improving public transit and active transportation.

Less sprawl of new neighbourhoods into greenbelt and rural areas, more densification in suburbs

Need more housing not buildings on lots of 50 x 100 not 20 x 100. Town houses should be eliminated. For they do not provide enough green space. Trees should be planted in parks not on every one's property that takes up space and causes damage to the sewers and house foundation walls.

I would like to share that I do not think the rezoning changes proposed for Sunnyside Avenue between Bronson and Bank Street are appropriate and I do not want it to be approved.

Please ensure that lots of parkland and trees are available to both residents and to the general public in these high-density areas. Especially if people (including children) are living in small apartments, they need nearby places to run around, socialize and get fresh air. It also ensures a welcoming, inviting feeling to everyone in these spaces, and diminishes the tendency for people to isolate themselves from the wider community. Remember: people are people, not sardines, although both are by nature social animals.

More high-rises in the suburbs! Less downtown. Let developers tear down houses in Orleans and build a 13 story building on feeder streets. Right next to single family homes. The city is not treating the downtown core fairly. You should promote a 27-story building in the middle of Manotick next to the bus stop.

Improved set backs on main streets and neighborhood for tree planting and green space

Protecting Ottawa's rural communities is key for a sustainable future.

If looking to put in high-rise buildings in a place like Orleans, move the plan for them away from the river and green path. In the last decade, Orleans has been hit with a building influx that has negatively impacted our neighbourhoods and, frankly, made Orleans less safe. I fear that another rapid influx of people will only compound the problem. While we do need more affordable housing in rural areas (but let's face it, building owners will not be looking at affordability for occupants), we absolutely have to look at supporting police and first responder services to accommodate the increase in population (i.e. Crime is getting worse, especially in communities and near businesses along Innes Rd). Orleans is NOT what it was when my family first moved here in 1977 (I was 3years old). For a long time, it was changing for the better (for both people and businesses) but now I truly feel it's only changing for the companies making big money.

A very sad thing to witness.

Be sure infrastructure is in place before these high-rises are built.

Just that I believe there are errors in the Official Plan (e.g. Designation of Hazeldean Rd, west of Carp Rd as Mainstreet. Building a new zoning by-law on top of a flawed Official Plan is a problem

Natural parks like CentrepoinTE Park should be zoned as natural spaces allowing outdoor recreational activities and washrooms - NOT amusement parks or places to build community buildings with housing on top!

The City should focus more on human scale height when it comes to buildings. 6 storey buildings make for a nice, walkable neighbourhood.

Building much taller than this, and people feel hemmed in.

If all neighbourhoods were allowed to build 6 storey buildings, density would be increased while maintaining the livability of the City.

Developers and builders need to be encouraged and held accountable with designing buildings that are actually nice to live in for long periods of time (i.e. Not 300sf condos). Access to balconies and outdoor space should be encouraged to help improve the inhabitant's overall well being.

Stop the city sprawl. Smaller adjacent smaller towns/cities are better operated and less expense, quieter and let Ottawa become little little Hong Kon and the developers will live outside of Ottawa

The current iteration has much higher setbacks than should be allowed, which will lead to much lower density than is needed. The C, D, E, F subzones for neighbourhoods have setbacks that are too restrictive imo. Nowhere in the city should have a MINIMUM setback of 6 meters, that is MUCH too high. I would strongly urge the city to lower their setbacks in these areas to actually allow for density to be built.

I also think the city should be allowing for 4-6 storeys city-wide rather than the lower cap that affects most of the city's area. The height limits mean that our suburbs (which need to see some actual change for things to get better) will see practically no meaningful change anytime soon. With our low turnover rates it will take forever for things to even get built, and when they do, it will be extremely minimal changes because our setbacks and height restrictions don't let anything happen anywhere except for on large streets.

Funneling all of our new residents to the least safe and loudest streets is not how we should be fixing the mess we're in. It will just swap one problem for another. We should be seeing much more gentle density (4-6 storeys) all throughout the city, rather than limiting it to very few places.

We need more housing desperately. Most importantly from an affordability and sustainability perspective, but also because it enlivens our city, makes it safer, and allows culture and businesses to flourish. I think Ottawa has a chance to be a leader in zoning reform not just in Canada but in North America. Your planners are surely already aware of many case studies in North America where loosening exclusionary zoning had immediate beneficial impacts. I hope we make the plan a little bolder to allow as much density as possible across the City.

This also has a very real impact on the homelessness population, which a concerning report recently outlined will increase by nearly 60% by 2035 in Ottawa. I want everyone in Ottawa to be able to live and thrive with dignity, and improving our zoning is a cornerstone to allowing more affordable housing.

The current green belt around Ottawa isn't really compatible with a Climate Emergency where people should/must use their cars less. I would propose a spoke and hub change to the green belt - intensify along roads that lead to communities outside the green belt to bring people closer to the city centre.

Please densify our city. Please make it less car dependent. I don't want to own a car, but I have to because the other options (biking, and transit), take way too much time for me to be able to utilize them... (~45 min bike ride or 54 minute transit ride to work), vs a 20 minute drive... Ottawa can do better... I have lived in other cities that prioritize public transit over cars: the people are healthier, there are less car related accidents, the air is cleaner, etc...

Allow more flexibility to landowners, as long as that flexibility preserves the health of the environment and does not directly impact neighbouring property values or negatively impacts the lives of any legal residents on those properties.

Your documents keep talking about an "equity lens" but the draft bylaw is not implementing this in terms of densification, greenspace, amenities, tree cover, heat islands. These elements should be driving the Zoning Bylaw

Increase minimum heights for residential zoning to six stories as of right. Allow sixplexes in all residential neighbourhoods.

Prefer underground parking so that new green spaces can be created

Residents in lower density neighbourhoods like Hintonburg which has wonderful character and currently has a lot of affordable housing will be significantly changed by adding higher density buildings flooding the roadways and use of other amenities. There should be a limit on how many of these high-rise buildings are allowed in a neighbourhood ( although as stated, I fundamentally disagree with this policy if 27-30 storey buildings.

Please consider intensification as a city-wide project, not just a plan for next to transit hubs, which are known to change.  
Intensify throughout both urban and suburban communities, which will also stop the pressure on downtown homeless activities

I'd like to hear more about mixed-use development. Even current developments would be massively improved by having slightly more densification, i.e. 2, 3, 4 stories as well as mixing businesses in to the area.

High-rises are great, but this sort of smaller densification seems even more interesting.

More info on minor and major corridors. These are frequently close to public transit OR vital to vehicular transit, so I would like a robust plan permitting lots of density on these roads.

No to battery yards and No to windmills in rural areas. Put them in city Parks if necessary

Please don't water this bylaw down any further. I have seen how over the past year consistent attempts have been made to weaken what was a relatively robust first draft. Follow the example of Edmonton which is seeing a large increase in infill development, this is the type of housing that Ottawa needs. The only way we will have more affordable housing is building more of it! Don't add onerous setback or other requirements that serve in practice to restrict development despite things being approved on paper.

I hope the new development creates pockets of liveable, beautiful neighbourhoods not just urban jungle. I have not seen enough food stores going in where the recent high-rises have been allowed. We have food deserts in Ottawa!

In general, I would like the City of Ottawa to be more ambitious with this new zoning by law. Here are two ideas that would enable more density, housing and buildings: For hubs, Mainstreet corridors and Minor corridors the Official outlines heights in the transect section (section 5) table 7. I think the new zoning bylaw should incorporate the maximum heights outlined in the official plan, which would allow people to build anything up to that prescribed height which is I see as the intent of the official plan. The hub zones around the LRT stations are too small. The official plan states that: Hub zones would be located up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise. Currently, in the new zoning by law Draft 2 zoning maps, many LRT stations do not have Hub zones reaching the minimum 300m around the stations.

I think the Hub zones should be at all LRT station, with a larger area/radius (800m, 10min walk) and there should be much greater height allowances than currently given. I understand that these smaller hub designations may be caused by secondary plans and the official plan hub designations but I think they should be amended quickly to build walkable neighbourhoods around our best transit stations.

I am not convinced that Ottawa needs so much increase in density. However I think provided more in-between options between apartments and single home will be good. I think if people can move from apartments, to townhouse to single home it will create enough fluidity on the market while not creating too much density. High density should be limited around downtown in my opinion and to a limited fashion around the transit way.

I heard of proposed increases in distances from Mainstreet zones to residential dwellings. I am strongly opposed to that.

Low density housing is what most of the public wants. It provides a far higher quality of life when compared to living in high density housing. Please change the draft to prioritize low density housing instead.

17% of Ottawa's housing is declared vacant. We do NOT need more housing, We need AFFORDABLE housing. Make room for more trees downtown. Stop building so many ugly high-rises that make our city unlivable and butt-ugly.

Move away from car-centric urban planning. Driving to a transport hub defeats the purpose of, once someone is in their car they will stay in it for the duration of their journey. Having to use a car for most activities of daily living should be a rare exception and never a requirement to enjoy living in Ottawa.

This needs to be far more ambitious if you don't want to spend the next 10 years fighting at the Ontario Land Tribunal. This does not match the ambition required to meet our housing targets. It does not match the ambition set out in the Official Plan. This will be a nightmare for affordability in our city. It will drive jobs and young families farther and farther outside the city, compounding traffic issues and adding a massive drain to city revenues. The only people who will like this zoning bylaw are lawyers.

There are over a million people living in this city. The mayor campaigned on meeting an ambitious housing target. Voters supported him. Stop listening to niche NIMBY stakeholders who represent the tiniest fraction of residents, and do what you were elected to do.

The city is too restrictive in its zoning. Let people build. The free market is good at solving these problems.

In my opinion, having zoning for high-rises along main streets is great. But it doesn't make sense to have the lots next to those high-rises be zoned for low density residential, as it creates this kind of issue with set backs and shadows. The city should consider upzoning the surrounding lots to allow mid-rises as well, as these kinds of buildings would not require the same kind of setbacks from the high-rises, create more housing, and create more cohesive neighborhoods.

I think the impact of traffic flow and increased volume of vehicles was not fully reflected in this survey. As density increases, the City must ensure that infrastructure — including roads, schools, parks, and transit — can keep up with growth. A cumulative impact lens is essential, not just project-by-project analysis. To better manage the scale difference between high-rise and low-rise zones, I encourage the City to require mid-rise setbacks or a tiered height transition, rather than relying solely on a flat 30-metre setback.

High-rise development should be accompanied by investment in public space, greenery, and pedestrian-friendly design within transition zones to enhance quality of life and soften the visual impact of tall buildings.

Remove heritage status/cultural protections and start building more apartments downtown

Unsure at this time. I expect to share such additional or revised concerns with my ward councillor and/or relevant committees as I figure out what they'll be.

I am concerned with the permitted uses in the CM1 zoning particularly on Sunnyside Ave. There should be another zoning category that would not permit uses incompatible with a residential area such as broadcasting and production studio, funeral home, micro distribution facility and theatre, animal care establishment, hotel and . Such uses would be incompatible with the neighborhood character and add traffic and to parking problems. I had understood that small retail ground floor would permit much of which the clientele would come from neighborhood. I also believe that 5 and 6 storey buildings should not be permitted. I do not know what the other minor corridor are but it a very large change to Sunnyside Ave. And Old Ottawa South. I remember hearing a planning official saying Sunnyside should be a minor corridor since it already had a bus route on it . By this thinking I believe there should be many other Minor Corridors, or this should not be used as a criteria.

While there may be benefits to developing neighbourhood parking lots or garages, great care would need to be given to the design and location of these. Please do not allow such areas/structures to detract from green spaces or neighbourhoods. Also, if they are to be run by private companies, would there be any type of cap on cost to park? For people on modest incomes, this could be a real concern, especially if that's the only option for them to park their vehicle close to their home.

I do not think any housing should be demolished for new housing unless the pre-existing housing is deemed unfit for habitation.

Attention to designing properties that integrate with existing city and rural landscapes, at a reasonable cost and with low impact on the rural and urban skyline. Focus on low rise mixed use development so people can shop where they live with access to public transportation. No LUXURY GHETTOS!

The zoning map is far too complicated in my opinion, with so many complicated amendments added over decades on individual buildings. It would be far simpler to just update the zoning by-laws of the surrounding areas to be more permissive.

I also think outer greenbelt neighbourhoods leave a lot to be desired when it comes to mixed-use zones. The city should aim to make it easier for people to start small commercial businesses out of their own homes without going through the lengthy and tedious process of changing the by-law for one building.

Finally, I believe setback requirements for neighbourhood zones are far too large. This heavily limits housing density, as front and back yards could easily be converted into more housing without even needing to demolish existing property. I don't really understand the rationale behind this. Back yards aren't even visible from the street, so arguments about the neighbourhood character don't make much sense even if you view that as a big deal (which it is not). These setbacks should be significantly reduced in order to allow for greatly increased housing supply.

Less parking more housing. We need to provide housing and transport options for different lifestyles and allow for mixed uses for neighbourhood businesses. We must prevent sprawl to the best of our abilities. Finally in the urban area, we must minimize parking and maximize shared car uses and opportunities for Communauto wherever possible.

Please remove minimum parking requirements and development charges

N1 and N2 zoning standards should be consistent across the city - no carve-outs with less density for some areas of the city

As I am not a rural resident, I do not pretend to understand the challenges and struggles they face. As such I have abstained from answering the previous questions. I would also expect a rural resident to abstain from speaking on urban issues of which they do not live or experience.

Permit corner stores on every corner. 4-stories as of right. Commercial uses from N5 into N4.

I am extremely concerned about sprawl such as Tewin, which is unsustainable in every sense of the word. All efforts should go into intensification and ensuring tax revenues improve livability in intensified neighbourhoods.

The city should explore allowing a broader range of housing not just in close proximity to rapid transit: staff should look into making zoning more permissive on residential roads, not just arterial roads.

The project team should consider whether the new Zoning By-law will increase supply enough to significantly reduce rents in Ottawa. And if it won't, it should be made more permissive. Make Housing Affordable!

Please focus on non car dependent communities and allow communities to be resilient, economically diversified, and accessible to alternative means of transport. Ottawa's current car centric and urban use restrictions are going to quickly compound into a crisis if current ways of thinking are not immediately changed

Convert large parking lots into mixed-use taller buildings. Mainstreets in low-rise communities should be developed based on European inspiration, maximum 6 storey, mixed-use buildings to provide economic opportunities and access to services while conserving a sense of community. Neighbourhood parking lots are a completely backward approach to transportation management. If they must exist, privatizing them is ludicrous, removing income streams from the City. Invest in transit to remove the need for 2 car households, or even encourage residents to divest their need for any permanent vehicle. This would alleviate cost of living issues by removing a major drain on household income.

It is good to see the City take action to increase density, however, the City of Ottawa has been extremely slow in dealing with the ongoing housing crisis, and these measures are likely too little too late. The city must allow as of right middle density housing everywhere in the city and attempt to open large parts of the greenbelt for development in coordination with the NCC. The fundamental goal of the greenbelt was to reduce sprawl, instead, it has pushed up the price of land and extended sprawl even further beyond the Greenbelt and the city limits. The consequences of the housing crisis are not always obvious, but they manifest in the homeless on our streets, in low income people leaving the city limits and driving hours to get to work each day, in people in their late 20s delaying starting a family. These impacts are crushing a generation, and it often seems as though the city, and its councillors pay lip service to this without taking decisive action. This zoning By-law is a tepid step in the right direction, but the work is far from done.

I support the strong towns Ottawa letter to the mayor and city council dated July 7 regarding this topic (Zoning review) and related issues of infrastructure renewal and fiscal sustainability.

No

The downtown core and waterfront areas are in desperate need of commercial incentive and attraction for tourists and local residents to visit.

We need more homes in every ward. Upzone the entire city to make housing more affordable and transit more viable

Will we be updated on in an appropriate time frame as to what structures will be affected ? Ty

Remove low rise zones near rapid transit. Excluding them from any significant upzoning by barely changing the building envelopes allowed is prioritizing the selfish wishes of a tiny group of people over the overwhelming majority that gave a strong mandate to address the housing crisis.

Ottawa has one of the most complicated zoning laws. I would like to see massive simplification that is pushed city wide. We need more developments NOW. Hell, we needed them 10 years ago. Like 90% of my problems can be traced back to our shit zoning

Rural zones need to be protected. They are considered rural for a reason. We need to preserve green space, nature, animals, and agricultural practices. People who live in rural zones want to maintain their privacy, their peace and their space.

TREES TREES TREES, we need more of them! We need to keep in mind that tall buildings historically increase isolation from neighbours and neighbourhoods, making them less safe and creating socio-economic downward spirals. Low-rise buildings support a good quality of life on the streets.

The zoning bylaw does not include room for better social infrastructure or quality of life. More buildings, more people but not for everyone and not encouraging community

Rural is rural leave them alone. Sorry we were once rural and are still suffering rural amenities such as ditches. Fix us since we are no longer rural. People living in the country usually do so by choice. So STOP trying to give them what you can't even give to the inner urban (rural) property owners who pay a heck of a lot more in taxes.

Encouraging the building of both low rise and high-rise accommodation that is suitable for families, i.e. 3 and 4 bedrooms.

Residential zones, particularly in high-demand areas like The Glebe, should be upzoned. 15 meters tall / 4 stories by right would be great for this area. It's not as though all of a sudden everyone would redevelop their houses into 4 story tall houses. Rather, we'd slowly see infill development as people naturally sell their houses over time, and so these areas could adapt to the new demand.

All land near transit should be automatically set to HUB.

Protect the humans living in this city by forcing the issue of low cost housing in all new developments!! We need high quality AFFORDABLE rentals that rival the prices of the established apartments being torn down (not their "if you rented today" prices but the prices people who have lived there for 5+, 10+, 15+ years are paying!) These developers are lobbying for more storeys and you're out here saying it's to benefit people, so we have enough space for everyone, but there's not going to be any space at all for the poorest people if you don't do something!! Hold them hostage to including ACTUAL low cost units as a percentage of all new builds. Then the increased building size really CAN benefit everyone.

I'm so glad the City has hired a new night Mayor Mathieu Grondin FINALLY someone to bring life and excitement to our City, GREAT job Mathieu keep pushing and fix what Jim Watson has broken by ruining our DT with all the bike lanes and reducing the street lanes, one of our tenants got killed this week at the intersection of Elgin & Laurier so sad She was a 22 y/o Female, that specific intersection right in front of 110 Laurier is so dangerous this is not the first incident nor the first death, please fix our DT streets as the bike lane was supposed to be a so called "pilot" program and everyone complained that Laurier street has too many delivery trucks and makes it extremely dangerous for pedestrians.

Thanks

Let people make decisions and stop being a parent and trying to shepherd everything. Too many regulations and red-tape stifle innovation and investment in the city.

Inclusive affordable housing needs to be spread out through the city and suburb, where people with disabilities can choose where they live.

Walkability (convenience, perceived safety) should be paramount over avoiding shadow-casting on existing low-rise homes.

To allow a diversified housing types within a neighbourhood, with smaller units like apartments as option.

The city very much needs to consider building regulation on room sizes of newer condominiums. Builders are currently taking advantage of the lack of regulation by building tiny unlivable spaces and justifying them by including common spaces, which end up overburdened because no one can stay in their apartment for a long time. If we want people to delay moving into single family homes in the suburbs, we need to make sure that the city actually has reasonable alternatives so that a family of three can comfortably stay in more dense buildings.

- Eliminate Urban Design criteria (Bill 17 tells you to do this anyways, so do it)
- 11 Meters should be as-of-right in all residential zones
- Height transitions and angular plane provisions are a policy of capitulation to a small but vocal minority of extremely privileged people. Future generations will not forgive the city if it bends to the will of these established interests at the expense of future interests.
- Lot setbacks should be as permissive as possible for enabling density. Same with FSI requirements.
- Density within the greenbelt makes good planning sense and good fiscal sense for the city. Infill generates a better modal share than sprawl and generates more tax uplift too. Any provisions that discourage building up should be understood as being provisions that actively make our city more poorly planned, less affordable, and less healthy from a public finance perspective.

Changes to zoning to not allow buildings in established areas such as the Civic to maximum 20-25 storey in height

People make the place; traffic should flow; signage and traffic calming make for distracted driving; the size of vehicles has increased so make roads accommodate that reality; respect the land & past; factor in that people need light, air, quiet, and privacy to thrive; build for human scale & living things

Item 18 - all items are important considerations.

Density brings retail opportunity. So please include in your consideration ground floor retail spaces when creativity policies around high-rises. Groceries, coffee shops, independent retailers, are the key to a successful densification project. Building 40 story high-rises in the middle of a suburb with no walkable retail (groceries, drug store, coffee shops, casual restaurants, etc.) ONLY creates traffic and does not build a livable neighborhood.

Let common sense prevail. "We, the People" depend on you to deliver a city that emphasizes a lifestyle of convenience, comfort, etc. Presently, you waste scarce money on useless actions that frustrate the good life, standard of living, etc.

Seems like a done deal regardless of what residents have to say.

The cost.

How come preserving a sense of place is only mentioned for rural wards -- not for the city centre? That shows a bias that I think is problematic for long-term city planning. The City (i.e., city centre) itself needs a sense of place -- not to be destroyed by soulless high-rises. (Although note I am not opposed to high-rises, just to building them ever higher and denser without strict assessment of how they are affecting the inner City's historic "sense of place".) Do we want people to think of Ottawa at all, let alone visit it? I have lived abroad in several countries and people don't even know Ottawa is the capital. The capital should have a sense of place. International partners should want to visit it and tell their friends how beautiful it is when they go home. It should be walkable. It should be interesting for tourists to get a hotel in Little Italy or Hintonburg and walk/take the LRT down through China Town to Parliament. If we just build wind tunnels of 30-storey high-rises, no one will want to see that (let alone live in it)... There is no sense of place. Please don't just do what's easiest according to the development lobbyists. I work with lobbyists, and I get the pressures. But listen to the architects and landscape architects and urban planners. Make a place that is viable long-term. Don't make Old Ottawa a high-rise hell so that the suburbanites get to maintain their village feel. The suburbs need to densify (while maintaining a sense of place! Stop with these stroads everywhere! Design the suburbs on a human scale, so that people can walk to the library or to grab some groceries!), and the City needs to keep its historic charm (not just wind tunnels of soulless shiny high-rises). Densify the core, sure, but moderately, so that wealthy people choose denser options, not just underprivileged people being forced to live there, and distributed across the core OVERALL... And let's keep our eye on the long-term viability: we need to densify outside the Greenbelt, which frankly means improved transit, -- maybe not this instant, but with train corridors safeguarded so that when we're ready, when we've densified and made human-scale urban villages of Barrhaven and Findley Creek, with walkable, human-scale cafes and pubs and commercial offices and so on in each, we can connect those villages with transit, and we can connect them to the City, which is still beloved for its historic charm in old residential neighbourhoods with walkable distances to small, human-scale restaurants and shops.

The human scale is what makes people exclaim over how charming a German neighbourhood is, even when it has 10-storey high-rises all over -- it's the fact that you can walk from your apartment to a park in 10 minutes, stopping on the way to pick up a snack from a small, affordable grocery store. On the way back from the park, you do a 5-minute detour along the leafy residential street of small apartments, houses, and triplexes, to stop at a pub on a corner, where you have a quick half-pint with a friend before doing the 10-minute walk home. An LRT station is a 10-20 minute walk away, and you can take a regular bus there easily if you have the kids or bags. This human scale is what makes a community pleasant long-term. NOT 30-storey ghettos and stroads.

In sum: Keep the 27-storey maximum and diversify the approach to densification. Prioritize "village feel" and historic character in both the Core and the suburbs. Prioritize human-scale development, as opposed to car-scale.

I don't want a 4 storey building being built in a mature neighborhood with two storey houses around it. There are areas that it makes sense to let this happen. It doesn't make sense to densify mature neighbourhood that are the beauty of Ottawa

When a developer clear cuts a forest for farmers it shouldn't be allowed to build a community on that land zoned for farming

We need to make more affordable housing. We need to make public transit more accessible to the public.

Regulations on pricing for privately run parking is needed to prevent overinflation of the pricing. Think about the traffic the zoning changes will create and what the City will do to address that. The #1 complain I'm hearing about this City is the poor city planning when it comes to major roads and highways, being poorly planned out causing traffic and no other way to get through the City other than the 417.

Improve walkability with 15-minute communities and public transit. Density is important to do so.

Please don't make the same mistakes we did after the 50s. We need more housing, more transit, and more liveable and walkable cities. However, we can encourage that will help make our city a wonderful place to live.

I do not agree with the proposed boundaries for the N1 through N ...? Neighbourhoods in all cases.

The rural questions are too vague and widely interpreted.

Since 2008, I have rented in ward 14 and owned a home (that I lived in) in wards 5, 7, and 12 - a mix of rural, suburban and urban.

I feel the city needs:

1. More unit availability
2. Density to promote transit use which will then encourage better transit routings and timings (which will in turn encourage more riders)
3. Stop letting nimbyism dictate needs. The privileged homeowners (of which I am one) should not dictate policy simply because they have the time / skills/ resources to cry loudest.
4. Prioritize developers who will build sustainably with Canadian products.

As a student representative, I encourage the City to consider the unique housing, and transit needs of students and newcomers when finalizing the new Zoning By-law. Greater density near campuses and transit corridors, combined with strong protections for affordability, accessibility, and green space, can support a livable and inclusive city. I also encourage better integration of zoning with emerging digital tools (e.g., the Digital Twin) to ensure transparent and accessible planning for all residents.

All residences (houses, apartments etc.) Must have a minimum of one covered parking space. There has to be free visitor parking of at least one spot for every four residences. ALL parking spots must have access to charging facilities for electric vehicles.

Creating space for trees, green spaces and permeable soft landscaping through zoning will be one of the most impactful ways to combat the devastating impacts from climate change in the coming years, including floods, extreme heat, storms, derechos and other extreme weather events. Trees, plants, and green spaces are not just "nice to have" but are essential for a functioning ecosystem - we literally need them to survive. We will not be able to function in a city covered in pavement in months of 30-40 degree weather, which is what's coming.

Trees need to survive to maturity to bring us the above benefits, and for trees to survive to maturity in dense, pollution-filled urban areas, they need proper soil volumes, care and maintenance. We need to be creating enough space to plant medium-large trees on every residential and privately owned lot, meaning 30 cubic m soil volume minimum. Neighbourhood, corridor and main street zone setbacks of only 3m (or less) are typically not enough space for trees to reach their height at maturity, especially because this soft landscaping space is often reduced further by driveways, projections, underground utilities, etc. We need draft 3 to at the very least maintain 3, 4.5 and 6m setbacks according to transect as written in draft 2, and in Mainstreets, corridors, hub zones etc. We need to increase setback size to minimum 4.5 m.

Permeable soft landscaping space minimums on residential lots need to be 50% in both front and rear yards to ensure we have space for private land tree planting, other plants that aid in biodiversity and permeable space to absorb rainwater.

We do see many trees growing in small spaces in the inner urban area today, however, these trees were planted many decades ago in LESS harsh conditions, allowing them to survive longer. These days, there is more pollution, car and foot traffic, salt, heat, pests, and diseases that threaten urban trees. Eventually, our existing big canopy trees will die off, and the new tiny trees we are planting in teeny 3m setback areas will not grow to be the same height. Already we are facing a huge issue in which new trees are being replaced every 2-3 years because they keep dying from being planted in inadequate conditions. So, we are looking at net canopy loss over the next several decades.

Yes, housing is extremely important, and density is what we need. But we need to shift toward a culture that actually understands the inherent value of nature. There are countries in Europe and Asia that build entire highways and developments around trees instead of cutting down a living thing that literally gives us life. Climate change and threats to human life are not a concern for the future; we are currently living it - now is the time for the city to act and finally demonstrate through zoning policies that our collective health, wellbeing and livelihoods depend on nature.

Please consider reading and educating yourselves on what is best for urban planning. Population control is always a top priority and when it is not an option, consider removing "safe haven" activities that invite folks who will not contribute to the community. (See BC) Inviting this type of failure is not a wise approach if you are restricted from population control. Consider spending some time and learning about high-rises and the impact they have on the ecosystem. The long term viability and the demand they create on people's mental health and safety. Consider the city of Ottawa infrastructure limits, the failed sewer system and the damage you will impose on the citizens when the system crumbles and destroys housing (flooding etc.) Consider the construction practices and the poor workmanship by corporations that look at making a quick dollar. How will the fire brigade deal with a 40 story building that goes up in flames? (See the UK Grenfell Tower fire and building codes in Canada and how not too far they are from one another) I can go on and on, all I ask is that you read and educate yourselves before proceeding to such destruction.

I encourage the city to prioritize sustainable, people-focused urban planning in all decisions about building heights, setbacks, parking, etc. Please ensure that new development supports transit use, walkability, neighbourhood character, and environmental responsibility. Parking should be concentrated in areas that truly need it like retail, community amenities, and downtown and not allowed to overtake or dominate residential neighbourhoods and parks. Above all, I urge you to protect the quality of life in our neighbourhoods by carefully managing transitions between high-rise development and low-rise areas, and by integrating green infrastructure and high-quality design into every project. Thank you for considering the voices of residents who want a city that is vibrant and ready for the future!

The City should encourage consider increasing the height limits on low-density residential areas to better support middle housing around transit-oriented areas. Encouraging better densification around transit-accessible neighborhoods would encourage more walkability and provide easier access for everyone living in the area

You can't legislate morality by making more rules and increasing complexity. Focus on protecting the fundamentals and long-term goals and provide flexibility to allow people to develop what they feel they need.

Do not compromise existing 2 story residential neighbourhoods, with respect to the right of quiet enjoyment.

I'm not in a rural area myself, so I focused on the parts I have more experience with. I believe that increasing housing shouldn't just mean adding more people to downtown. I think we need to make rural and smaller communities within Ottawa more livable maybe by improving walkability, access to transit and services, and creating more community spaces and more economically robust. Houses are cheaper further out of the city so if people can live and work in those communities that would be great.

Increase the height limits within the greenbelt to 11m or higher. Review the zoning map to allow greater density within 5 km of downtown and increase the potential for mid-rises in more places than currently allowed. Review the setbacks in the by-law to ensure that viable buildings can actually be constructed within the limits (i.e. In N1a zoning, it seems impossible to build a building that would fit 4 units on a lot measuring the minimum of 6 m wide.)

Please continue to hold public consultation sessions...thank you. Make sure community associations are well informed

Think longer term and outside the Claridge box. We want our building to be beautiful as well as functional

We need to density! No limits on building! We need more transit! Less cars, less parking! More cycling infrastructure.

I loved my neighbourhood and Ottawa when I first moved here from Toronto, I loved the small-town feel but still having all the amenities a larger City would have. I loved being able to access the trails for cycling and being able to walk through my neighbourhood. Now Ottawa is losing that small-town charm it once had. Pay parking is everywhere, giant buildings are all over, and everything is congested. We're adding more people to a neighbourhood, but without expanding streets or adding highway on/off ramps, it's going to create a lot of congestion. Assuming everyone will switch to transit is not realistic - particularly for people in trades where vehicles are required. I'm now going to have an apartment building built right on top of mine where people will be able to look immediately into my window, and I'll lose my view of the community and the river because the City has allowed them to build a large tower right on the main street. Who is going to occupy all of these commercial spaces that are going on the ground floors - no one can afford rent!! Why are we building so many rentals - particularly luxury rentals, and few condos? Who is going to comfortably live in these tiny condos the City is allowing people to build. You're providing housing solutions for the rich and the poor and leaving everyone in the middle with no good options.

Many older dwellings are in desperate needs of expensive upgrades that should be an incentive for the city to help encourage the development with developers such as raising the height of potential future high-rises.

- \* Shut down any arguments against more housing that are on the basis of "preserving neighbourhood character". It's a useless argument that does not contribute to the resolution of our housing crisis and holds no weight.
- \* Allow mixed-use neighbourhoods by enabling low impact businesses to operate in neighbourhoods. Examples of such businesses include convenience stores, bakeries, yoga studios, and hair salons.
- \* Remove N1 and N2 zoning and make N3 zoning the minimum residential zoning. N1 and N2 are not significant enough to be zoning categories and do not enable the density required to make prosperous neighbourhoods.
- \* Spread intensity throughout all zones instead of concentrating it in main corridors.

This survey is a sham. Earlier in the survey, one had to scroll over to get to the "disagree" boxes using a grey line below the question that looked like a dividing line. I'm sure many people couldn't figure that out and as a result couldn't find the "disagree" box to click on it, skewing the results. I have never once seen that configuration in an online survey. Very sleazy or incompetent. There is a ton of space in this city that can be developed without disrupting existing neighbourhoods. Any idiot can see that by simply driving around the city. Why City Hall keeps talking about intensification is baffling. The Right wants to see lots of money go into developer's pockets. The Left thinks it's a virtuous idea because it will create more affordable housing, which it won't. There's already enough of evidence of that when town houses are plunked into single family home neighbourhoods and still cost a lot or when subsidized apartment buildings go up and offer few if any affordable units. If you really want to add housing units to the city's stock quickly, ban Airbnb. But oh no, somehow the "housing crisis" isn't enough of a crisis for the city to actually do that despite all the blah blah blah about housing being a human right. Commerce still seems to trump all of that talk.

This questionnaire appears to indicate that the City should be especially considerate of a rural area's "sense of place" - compared to other areas of Ottawa. Urban neighbourhoods also have a sense of place that is important to residents and should be considered in city planning. Health and liveability are important concepts in an urban setting.

The survey could be better designed, and more background context provided. Seems intended for persons who have more knowledge than most citizens on the topic. More options such what is done in other cities would have been useful.

I feel that the planning part of the City is going to effectively ruin this City. I do not have any confidence in the city planners.

I feel that high-rise buildings will wreck this City. Take a look at Washington DC, a capital city that protects its appearance. Take a look at many other capital cities around the world that have character and attract many visitors. I feel City planners have no travel experience. There need to be other options. A city like Paris has not been ruined by high-rise buildings and France is a tiny country compared to Canada. What is the problem here - lack of education?

In rural area - should be allowed to build semi-detached homes.

For the privately-owned neighbourhood parking lots, you didn't mention cost-- the city should absolutely cap the amount that a private company can charge for parking so that it doesn't get out of hand, especially if these lots are meant to be (in part) folks' residential parking spaces.

As a young working professional who aims to start having children with my wife in the near term, I am very concerned about the lack of housing in the Ottawa area. It is very frustrating that city council consistently prioritizes the wants of established residents who do not need to worry about home ownership over the very real needs of people like me who would be happy to simply have a home of my own with sufficient space to raise children. If this zoning amendment does not make it easy to build, and to build desperately needed missing middle housing, instead choosing to once again cave to NIMBY interests, it will further push away young families.

I strongly believe the whole movement to place most households in small, stacked living spaces should be abandoned. The city should promote single detached housing with lot sizes at least 6000 square feet, particularly for families, for a much higher quality of life. The negative connotation of the word 'sprawl' should be abandoned, and the city should find ways to efficiently provide services to low-density communities.

The most restrictive neighbourhood zone, N1-F, is roughly as restrictive as R1C in terms of lot dimensions and building heights, allowing 4 units in 2 storeys. The most restrictive building height limit applies to both N1 and N2, and is 11m/3 storeys in the suburban transect and 8.5m/2 storeys inside the Greenbelt.

N1 is currently not applied widely inside the Greenbelt - just tiny sections of Rockcliffe and some floodplains in Britannia and Old Ottawa East. N1 makes up a significant majority of Orléans and Kanata, and a modest chunk of Barrhaven. N2, however, makes up a significant chunk of land inside the Greenbelt. N2 allows 6 units per lot compared to N1's 4, but doesn't allow the buildings to get any bigger.

What this means is we're still restricting intensification just about everywhere. Inside the Greenbelt, it'll typically be 2 storeys and 6 units, and outside the Greenbelt you'll see 3 storeys and 4 units. We should permit a minimum of 15m / 4 storeys in all zones, everywhere across the city.

Allowing 4 storeys does not mean every building will be knocked down and rebuilt taller overnight. It will be a gradual change that lets every ward, every neighbourhood, every street in the city share the burden of our growth. Forbidding 4 storeys, on the other hand, causes intensification bursts in specific neighbourhoods, encourages further sprawl, and overwhelms our infrastructure budget. It is a simple change that will go a long way to meeting our housing and environmental targets.

Beyond the continued exclusionary zoning in this plan, the Zoning Best Practices Review report from January 2022 stated a goal of reducing the complexity of our zoning code by reducing the number of subzones and exceptions. It's very easy to argue we haven't gone far enough. We still have nearly 200 zones and subzones in the plan, and the zoning map remains littered with exceptions. We compared ourselves to other municipalities in Canada, and while we've cut our zones in half, we still exceed the next-most-complex municipality (Vancouver) by roughly 100%. This is not a sufficient reduction in complexity, and does not go far enough toward allowing existing and new homebuilders to reach economies of scale to get housing built quickly and affordably.

My proposed solution would be to immediately drop the subzones for the N and V zones, which alone would bring a 25% reduction in complexity of this bylaw, and allow housing to be built more consistently everywhere across the city.

Further, allowing the provisions of the MH zone in the N, V, and RU zones and reducing or removing the minimum fenestration requirement conditionally based on housing type / affordability level would allow more diverse housing types to be built across the city. These changes, combined with a simplification of the zoning code and an increase to the as-of-right height maximum, would allow for greater diversity of housing forms - modular, factory-built, tiny, mobile, and missing-middle housing could

all help get us out of the housing crisis very quickly, and build a stronger and more vibrant city for everyone.

Most of my answers with the rankings were kind of random. I would have liked more opportunities to select higher numbers for things. Because so many good sustainable things were important to me and I couldn't rank them being able to use 7 or 8 et al only once.

Prioritize density to support transit, efficient allocation of resources, and to keep service costs (and taxes down). And not prioritize car access and parking.

In my neighbourhood, we fought and won against a developer who wanted to put 16 units in 2 buildings on what is a single-family home lot. Zoning permits 6 units. The city said no. The province said yes. I would love to see the zoning actually being enforced and developers NOT be granted every little thing their hearts desire. I never see new builds go up without a list of 10 or 12 variances being requested. It is as though homeowners have to request permission for every little change to their home and developers just decide what they want and they get it.

Your projected growth in Ottawa's population may not actually happen, because of changes to immigration, the move to remote work, and the economy, so I would move slowly and carefully on the housing issue. Remember what the unexpected move towards remote work did to the city's transportation plans and revenue, so don't approve too many housing developments too quickly. Concentrate on building residences at the Bayview transit station first. It is an obvious CENTRAL hub that will increase ridership and city revenue.

You really need to take into account global warming. Floods are going to happen if you increase density without upgrading sewer systems. The water pressure in Alta vista is awful. How do you expect to add more people when currently it's already terrible. Fix the infrastructure first, then talk about increasing density.

Get rid of the !\*& flex poles!

Our zoning laws are overly complex. We should be encouraging developers to build good, affordable housing and not make them bend over backwards every time they want to build something that follows demand and the city's own official plan but for some reason goes against the zoning. We are in a housing emergency!

Only allow big box stores with residential housing above. No more Trainyards developments in urban areas.

Preserve trees wherever possible.

Suburbs within the greenbelt, including mine in south keys should not be less dense than the outer suburbs. Why are we not forming a zoning plan that looks like a pyramid laid out over the city instead of continuing to fold to people who demand to live only next to 2 story house and bungalows that around less than 8km from downtown while being right next to an LRT line and a major bus corridor. There's more than enough park space here to allow for greater density (4 story missing middle apartments) instead of capping at 2 stories and barely allowing 6 units.

This is just short sighted and will only lead to greater sprawl rather than seizing the moment of our LRT system finally finishing phase 2 and allowing for medium density where it would be best suited. Be bold you cowards.

First, I am concerned about the increase in the maximum number of units allowed per lot in N2 and N3 zones. I thought the plan was to allow four units per lot; allowing six or 10 will change the character of these neighbourhoods even more drastically.

Second, I think that increasing density without a major improvement in public transit is a recipe for disaster. Right now, it is extremely difficult to get to many places in Ottawa in a timely fashion via public transit. If neighbourhoods become more densely populated without improvements in public transit, there will be more cars than ever, more traffic problems, and more parking issues.

Thirdly, while I understand the desire to increase density, I cannot see how an increase in density can be accomplished without a major reduction in greenspace. Access to green spaces is known to be important to mental and physical health, not to mention air quality. Does the new zoning plan allow for adequate access to greenspace for everyone? I think the city will need more parks and more allotment gardens to compensate for the loss of backyard gardens that will accompany greater housing density.

Fourth, I do not understand why the small area south of Heron Road between Prince of Wales Drive and Heron Bridge is zoned REC1[310]h. I think it should have an FAC1 designation like the nearby areas along the canal, because not only is it too small for any of the recreational uses described in Section 1102 of the new zoning bylaw, it also borders an inlet off the canal that is home to various kinds of wildlife -- turtles, otters, fish, ducks, wild turkeys, etc. While not endangered in Ontario, snapping turtles are deemed to be of "special concern," so surely we should be protecting their habitat. As I live near that area, I know for a fact that turtles regularly lay eggs around that inlet.

Finally, I think there are serious conflicts between objectives built into the new zoning bylaw. Can we increase density to the extent envisaged by the bylaw without sacrificing the quality of our environment or discouraging the transition to renewable energy?

I am dismayed that we are still considering allowing 40 storey towers. The Official Plan as I understood it was about using classic town planning principles like main streets flanked by low rise mix use buildings to encourage the development of 15 minute communities. The world's densest countries like the Netherlands and Belgium do not have 40 story towers all over the place. People want to be in reach of the ground. As these towers age they will become incredibly hazardous. How is someone in a wheelchair meant to get out in a fire? How will pests be controlled in such a dense environment? Humans are not meant to live this way. Look at the world's oldest cities and follow their example. Walkability emerges when you have people who feel connected to their neighbourhood. People in 40 storey towers just feel alienated and depressed.

In rural areas, when builders make a proposal for multiple dwelling neighborhoods, they need to also build services such as schools, community centres, medical and other services to support the significant increase in population.

You need to free up much more fringe land (particularly north and west of downtown I think) to allow more housing to be built on large and easily dividable parcels of land which are currently zoned AG or RU but useless for agricultural use. The limitations imposed by the province for water quality are outdated with current treatment systems easily available, and are preventing many large properties from being subdivided into 1- 5 acre lots for those people who don't want to live in condos and apartments. Let them move a bit outside the core...and that will free up the spaces they leave behind, which often are houses / properties which can be redeveloped into multi unit situations.

Please note that I have prepared a short document that I will send to the Zoning Team by email as the questions in the survey does not address the most pressing issues for Orleans Village and Innes Road which is to lower building heights on Mainstreet Corridor in Suburban Transect.

I appreciate that draft 2 has been crafted to make it easier to understand by regrouping some topics - thank you. I like what I saw about ensuring adequate soil volumes to support a large tree, but think this should be in front and exterior side yards to create shady sidewalks for pedestrians and not only in rear yards. Having lower building heights would allow sun to reach these trees ... other cities seem to manage to keep their downtowns in the eight to 12 storey range, and even four-storey - it is often in Europe or Scandinavia. I was concerned to read some of the provisions re waste management; e.g. A metal front-end loader container in a rear yard ... we are experiencing challenges with garbage storage and rodents in a much smaller rear yard location; I can only imagine the odours from garbage in a metal container "cooking" in the sun! Also: I would like to see our older neighbourhoods preserved — they are part of our history too!

Reduction of night-light in the interior of mini- or self-storage facilities (e.g. U-Haul, Dymon). These buildings feature and permit many and very bright, high-intensity lighting to beam outside through large windows facing residential neighbourhoods, fields, parks, residential roads, etc. At the same time, strengthen the provisions to reduce the intensity and direction of building exterior lights to minimize nighttime light pollution that affects nocturnal wildlife, birds, insects, . . . And humans.

Part 7 Section 704 Planned Unit Development - clearer definition and elaboration of zoning provisions that would differentiate a PUD from other multi-building developments, e.g. Subdivision, Secondary Plan area, Town Centre, Mixed-Use area, etc.

Part 9 Sections 906 and 907 - Minor Corridors - greater clarity on what defines minor corridors and how to differentiate them from local roadways. Does length of a minor corridor have any bearing on being designated as a Minor Corridor, e.g. If a corridor is only a1-2 blocks in length with only one egress/entrance, e.g. Lamarche Ave in Orleans, should it really be classified as a Minor Corridor?

Part 1 Section 199 Definitions

Clarify RV and Travel Trailer.

Add definition of "Corridor"

Add definition of "garbage" - compost, recycle, etc.

Add definition or explanation of Flood proofed "wet passive measures"

Add "Missing Middle"

Add "Overlay" definition or refer to OP

Retirement Home - not only for seniors but residents also include those who are not 65+ but are disabled.

Rooming Houses - it seems like the definition of 8 or more bedrooms means that a large mansion with > 8 bedrooms could be classified as a rooming house ! Tell that to Rockcliffe and Kanata homeowners (haha). Would that be the same for Diplomatic Residential Dwelling?

Add "Sensitive land use"

Storey - includes a basement apartment?

Part 6 Parking Section 611 - inadequate number of EV charging stations . Today's headlines in Financial Post "Canada continues to fall behind on EV charger rollout" by Rick Murray (Ottawa Citizen July 11, page NP9) Ottawa can show leadership with zoning provisions that bump up the requirements for EV charging in parking areas: public, private, retail parking, workplaces, parking lots, community centres, libraries, parks & conservation areas, etc.

- Safety provisions for indoor e-bike, e-scooter, and related lithium-battery vehicles storage.

- Bicycle storage - Zoning provisions to ensure that multi-unit buildings have bike parking spots that is accessible for children and shorter adults, as well as 3-wheel bikes for those with disabilities or seniors.

I will submit this Survey now, but would like to add a few more comments to be sent this weekend. Thank You.



## As We Heard It Report – Consultation with the Federation of Citizens Associations and the Greater Ottawa Home Builders Association

Consultation with the Federation of Citizens Associations (FCA) and the Greater Ottawa Home Builders Association (GOHBA) began following the release of Draft 1 of the proposed By-law and continued for Draft 2. From May to June 2025, the Zoning team engaged in a series of joint consultation meetings that focused principally on Mixed-Use Zones, Neighbourhoods, Communal Parking, and Stormwater Management.

Staff presented these topics in the context of the motions carried at the Joint Planning and Housing and Agriculture and Rural Affairs Committees meeting on March 31 and the Council meeting on April 16. Several motions were related to the outstanding issues presented in [Document 3](#) of the Draft 2 staff report and proposed the development of new options to address these issues. Potential new options and updated provisions were discussed at these meetings and feedback from these discussions have been incorporated into the third and final draft of the Zoning By-law.

### Mixed-Use Zones

The working group discussed the two motions impacting mixed-use zones and the height transition strategy. GOHBA members noted that a strategy for graduated height based on proximity to transit could be supported by Official Plan policies, but this is not necessarily something they support. They did voice support for reducing the transition area to low-rise neighbourhoods below 30 metres.

FCA spoke to members' concerns that future increased height and density on Corridors has not been paired with increased transit service.

### Neighbourhoods

The working group discussed the two motions impacting the Neighbourhood Zones. FCA members were not totally opposed to increasing the maximum building height to 11 metres in N1 and N2 Zones, but they expressed caution for these permissions on very narrow rights-of-way with smaller front yard setbacks.

GOHBA members showed general support for increasing maximum building heights from three to four storeys in N4 Zones citywide.



## Communal Parking

FCA and GOHBA representatives both agreed that communal parking could be beneficial in areas with increased development pressures and fewer transit options. FCA members emphasized the intention for this to be a temporary measure to be phased out as transit access increases.

Staff also noted that these provisions would permit property owners to rent out their driveways, as this type of non-accessory parking is currently prohibited, which could assist with easing neighbourhood parking pressures.

## Stormwater Management

GOHBA members were generally concerned with the roll out of these provisions and the resulting changes to the development application submission process, including new responsibilities for applicants. They noted that delays in the review process due to these new measures would be undesirable.

FCA members expressed concern with potential increased costs for small infill developers as a result of new stormwater management requirements. However, they noted general support for stormwater management measures to assist in areas where stormwater capacity is perceived to be low.