

Document 7 – Motions and Directions

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

Meeting Date	Motion/Direction	Status Update
September 23, 2020	That staff be directed to: 2. include requirements for green roofs in the scope of the new Comprehensive Zoning By-law to be developed starting in 2021 and/or the High Performance Standards that will come as an outcome of Energy Evolution.	Tools outside of the new Zoning By-law will be used to implement this direction to the extent possible given the current regulatory framework in Ontario.
October 14, 2021	The Joint Committee direct Staff to carry forward the policies limiting the number of shelters in Ward 12 to four in the new Zoning By-law, as per report ACS2008-PTE-PLA-0011.	An amendment is needed to the Official Plan before this direction may be implemented in the draft Zoning By-law. The Official Plan does not permit caps or separation distances for shelters.
October 14, 2021	That Staff working on the upcoming new Zoning Bylaw Review project discuss a range of possible options and approaches that would allow for the established parcel fabric to be reflected in the massing and design of new buildings in any redevelopment and have this as part of the public consultation under the new Zoning Bylaw program; and that these conversations specifically include discussions regarding the Evolving Overlay as outlined in the new Official Plan.	Standards applicable in the new Neighbourhood subzones are intended to reflect the established parcel fabric. This includes minimum requirements for lot widths within each Neighbourhood subzone that are intended to be compatible with established lot widths within neighbourhood interiors. Where multiple buildings on a lot all front onto a street, the minimum width of the lot would apply to each building facing the street, such that the characteristics of the established parcel fabric are addressed.

Meeting Date	Motion/Direction	Status Update
October 27, 2021	<p>Direction To Staff re: New Zoning By-law Proposed Work Plan That Planning, Infrastructure and Economic Development PIED staff, as part of the New Zoning By-Law Proposed Workplan, be directed to:</p> <ul style="list-style-type: none"> • Review minimum front yard setbacks, in light of public concerns on vehicles in driveways blocking sidewalks, as well as winter snow storage • Review side yard setbacks from roundabouts 	<p>Front yard setbacks were reviewed as part of the new Zoning By-law. Additionally, a minimum setback of 5.7 metres between a sidewalk and the entrance to a garage is proposed for Neighbourhood zones in the Suburban Transect. This is intended to ensure sufficient space to park a vehicle in front of a garage while remaining on private property, and thus not blocking the sidewalk.</p> <p>With respect to snow storage, restrictions on driveway widths are proposed for properties in Neighbourhood zones. In addition, it is proposed to require minimum soft landscaped areas in front yards, which will ensure space on site that can be used for snow-storage.</p>
October 27, 2021	<p>New Official Plan k. [m16.1] That Council direct Staff to review the e-commerce/ transshipment industry in the upcoming rewrite of the Zoning By-law, including a review of related land uses as well as the scale and impact of those uses, to provide greater clarity in this area.</p>	<p>This issue was considered as part of implementation of the Neighbourhoods, Hubs, Corridors, Industrial and Logistics, Mixed Industrial and Rural Industrial and Logistics policies, in the new Zoning By-law. Land uses relating to the transportation and storage of goods, and their impacts, were evaluated as part of that work and reflected in the lists of permitted uses in accordance with policies in the Official Plan for these designations.</p>
October 27, 2021	<p>New Official Plan u. [m81.1] That staff develop a “digital twin” geospatial model to support city building initiatives, including the forthcoming new Zoning By-law, and work towards implementing greater visual and numerical modelling techniques in the assessment of proposed land development projects, subject to future workplans.</p>	<p>The Digital Twin is in the process of being developed by the Geospatial, Analytics, Technology Solutions Branch. The Zoning By-law buildable envelopes are captured in the Digital Twin</p>

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October 27, 2021	<p>New Official Plan</p> <p>o. [m33.1] That, when considering a reduction in front yard setbacks commensurate with Table 6, staff responsible for development of the new Zoning By-law be directed to take into consideration the quality of the adjacent public realm including availability of soil volume and opportunity for street trees, availability of walkable infrastructure including sidewalks, and work in coordination with other City departments with respect to modifications to the public realm to support livable neighbourhoods and maintain opportunity for tree planting on private property where the public realm cannot so accommodate; and</p> <p>p. [m33.1] That prior to such modifications to the right-of-way, staff have regard for quality of the public realm and promotion of a livable and walkable street network consistent with Official Plan policy when considering an application for site-specific amendment or variance to front yard setbacks.</p>	<p>In general, front yard setbacks in Neighbourhood zones are only proposed to be reduced from current Zoning By-law 2008-250 requirements where determined to be appropriate based on Official Plan direction in applicable transect and Evolving Neighbourhood Overlay. A characteristic of “urban” built form compared to “suburban” built form is shallower front yard setbacks with buildings closer to the street, as described in Table 6 of the Official Plan.</p> <p>It is proposed there be a minimum aggregated soft landscaping requirements in all Neighbourhood zones regardless of location. Soft landscaping will be required to abut the front lot line so that it can be used in conjunction with landscaped area in the right-of-way to support tree planting and retention.</p>
June 22, 2022	<p>Motion 79/15 (re: Country Hill Estates Subdivision) - THEREFORE BE IT RESOLVED that staff be directed to pursue the further division and rezoning of the park block to create one or more building lots, in keeping with Official Plan Policies, to generate revenue for the construction and development of a park on a smaller retained portion of the park block.</p>	<p>A modification to the zone boundary for the park block to reflect the concept parcel boundaries is included in the draft Zoning Map.</p>

Meeting Date	Motion/Direction	Status Update
September 08, 2022	<p>Amendment: Motion No. PLC2022-69/8 Moved by L. Dudas WHEREAS the Orleans Corridor Secondary Plan seeks to modernize and intensify residential and commercial development along St. Joseph Boulevard in line with the new Official Plan; and THEREFORE BE IT RESOLVED that the Planning Department be directed to seek transition requirements consistent with New Official Plan policies and applicable design guidelines when reviewing any application of a mid or high-rise building on St. Joseph prior to passage of the new Zoning By-law, and that the New Zoning By-law include a review of transition requirements between the neighbourhood designation and mid/high-rise development on St. Joseph.</p>	<p>Building height transition requirements are being considered city-wide for the Mainstreet Corridor and Minor Corridor zones. Step backs in height will be required from lot lines that abut a Neighbourhood zone.</p>

Meeting Date	Motion/Direction	Status Update
September 08, 2022	<p data-bbox="457 285 1129 347">Councillor L. Dudas - Motion – Stepbacks within the Innes Road Zoning Review Area</p> <p data-bbox="457 391 1045 418">File No. ACS2022-OCC-PLC-0009 - Innes (Ward 2)</p> <p data-bbox="457 462 758 490">Report recommendations</p> <p data-bbox="457 534 1142 596">That the Planning Committee recommend Council approve that staff be directed:</p> <p data-bbox="457 639 1161 987">to investigate amending the Zoning By-law in the next Omnibus Amendment so that stepbacks within the Innes Road Zoning Review Area (Document 1) are applied to both the rear and side yards where development abuts low-rise residential zones (properties subject to an active planning application will be exempt from these changes); to re-examine the appropriateness of the AM11 Subzone within the Innes Road Zoning Review Area as part of the New Zoning By-law Project, as concerns related to building height and compatibility with the surrounding community remain.</p>	<p data-bbox="1201 285 1871 380">Completed in 2023 through the Omnibus Zoning report ACS2023-PRE-EDP-0006 approved by Council on May 10, 2023.</p> <p data-bbox="1201 391 1902 596">Setbacks and built form transition requirements will apply to both rear and side yards abutting low-rise residential zones city-wide. With the repeal of Zoning By-law 2008-250, the AM11 subzone will be replaced with a newly developed zone and/or subzone that includes height transition requirements.</p>

Meeting Date	Motion/Direction	Status Update
March 21, 2023	<p>THEREFORE BE IT RESOLVED that staff be directed to report back to Environment and Climate Change Committee with recommended updates to the Corporate EV Policy that describe how charging stations are installed and operate on City of Ottawa property, including considerations for:</p> <ul style="list-style-type: none"> a. Best practices including reviewing benchmark pricing and competitive bidding practices from other jurisdictions including municipalities, private businesses, and commercial properties b. Implications of providing free charging in pay-to-use parking facilities c. Prioritization of sites according to safety, accessibility, cost for installation, and electrical capacity d. Reporting metrics for asset management including current condition, replacement cost, estimated lifespan, and repair history e. Resource requirements for upgrading existing facilities, maintenance, training, technical support, and upkeep of charging stations f. safety design standards for on-street and off-street installations, including considerations for indoor and outdoor charging stations and appropriate fire suppression g. Corporate governance and decision making for charging station projects including procurement, ownership, operation, maintenance, replacement, renewal, revenue and expenses <p>BE IT FURTHER RESOLVED that staff provide a report on the role for the City of Ottawa in supporting the adoption of Electric Vehicles through a Personal EV Strategy, including considerations for:</p> <ul style="list-style-type: none"> a. Geographic coverage of public charging equipment across neighbourhoods and identification of gaps b. Municipal policy tools to advance home charging for multiple built forms including condominiums, rentals, and multi-unit dwellings c. EV charging in long term City plans such as the Zoning By-law, 	<p>Parking regulations for electric vehicle parking are included in Section 611 of the draft Zoning By-law. These provisions are intended to support a more sustainable transportation network.</p>

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	<p>Transportation Master Plan, Asset Management Plans, and Long-Range Financial Plans d. Resource requirements and/or partners to implement the Personal EV Strategy e. Education and outreach activities to accelerate EV adoption in the community f. Compatibility of EV charging with City of Ottawa Complete Streets Framework BE IT FURTHER RESOLVED that</p> <p>a. the placement and locations of off-street EV charging stations do not interfere or diminish the rights of Accessible Parking Permit holders to regulated amounts of accessible parking spaces, and b. the placement and locations of on-street EV charging stations do not interfere with no parking zones, which are designated accessible parking spaces for Accessible Parking Permit holders, as described in Part C of the City’s Traffic and Parking Bylaw and c. Staff will develop the Corporate EV Policy and Personal EV Strategy with requirements to ensure access for Accessible Parking Permit holders, including visitors and residents with disabilities BE IT FURTHER RESOLVED that staff engage with key stakeholders including Hydro Ottawa, the Accessibility Office, and the Accessibility Advisory Committee throughout the policy update and strategy development process to ensure alignment of strategic priorities and identification of risks and opportunities. BE IT FURTHER RESOLVED that staff provide an opportunity for public feedback on the Personal EV Strategy and consider community priorities. BE IT FURTHER RESOLVED that staff report back in Q4 2023 on recommendations related to both the Corporate EV Policy and the Personal EV Strategy.</p>	

Meeting Date	Motion/Direction	Status Update
November 12, 2023	THEREFORE BE IT RESOLVED THAT City Council approve the following:1. That the Mayor write to the Minister of Municipal Affairs and Housing requesting that he retain Minor Corridor permissible heights in accordance with the November 2022 Ministry approval of the City’s new Official Plan; and2. As part of the re-write of the Comprehensive Zoning By-law, staff be directed to explore allowing at least 4 residential units on serviced residential lots subject to servicing or environmental constraints.	The zoning for Minor Corridors in the Draft By-law reflect the heights permitted in accordance with the November 2022 Ministry approval of the Official Plan.The proposed Neighbourhood zone provisions, as well as provisions relating to “additional dwelling units”, establish that lots with access to full municipal services will be permitted up to four dwelling units at a minimum.Note that the “additional dwelling units” provisions apply to both Neighbourhood and rural residential zones. This means that residential lots located in villages that have access to full municipal services (e.g., Carp, Manotick) are also proposed to permit up to four dwelling units in accordance with this section. Presently, residential lots with access to full municipal services in both the urban area and in villages permit up to three dwelling units, in accordance with the Planning Act as amended by Bill 23.
April 16, 2025	Direct staff to review the definitions associated with shelter uses as part of the ongoing Zoning By-law review to ensure that those definitions align both with the provisions outlined in the City’s Official Plan and with the definitions used by the Community and Social Services Department. Direct staff to also ensure that, prior to the provision of public notification regarding a proposed shelter, the Ward Councillor is given the opportunity to advise staff on the best approach regarding communication and engagement with the public.	Staff propose to amend the land use term “shelter” to “emergency shelter” to align with the term used in the 10-Year Housing and Homelessness Action Plan.

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April 16, 2025	That staff examine the feasibility of requiring all new front yard parking and communal parking areas to incorporate permeable surface materials, such as permeable pavers, porous asphalt, or other green infrastructure solutions, in order to prevent the loss of natural drainage capacity, support stormwater management, and encourage the growth and retention of trees.	Staff have explored the feasibility of incorporating requirements for permeable pavers and have sufficient concerns about the efficacy in drainage to not include it as a requirement in the final draft of the new Zoning By-law.
April 17, 2025	Permit a maximum height of 30 storeys instead of 27 storeys in Mainstreet Zones that sets a thirty storey as-of-right maximum building height; and Consult on a less than 30-metre deep transition area for towers next to abutting low-rise residential areas.	Staff consulted on these issues as part of engagement in the final Draft of the new Zoning By-law. The final draft includes staff recommend changes to increase the as-of-right height to 30 storeys. Staff propose at 28 metre net transition with a 25-metre transition in the rear yard and a revised increased step back of 3 metres from the front lot line for portions of the building above 30 metres of height.
April 18, 2025	Direct, with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station;	Staff consulted on the new Option 4, and has been implemented in the final draft of the new Zoning By-law
April 19, 2025	Direct that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated "communal parking lots" and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law	Provisions to implement permissions for "communal parking lots" have been in Section 801(3) of the Final Draft of the new Zoning By-law, and permit them where not located within the Downtown Core transect nor within 600 metres of a rapid transit station.

Meeting Date	Motion/Direction	Status Update
April 20, 2025	<p>THEREFORE BE IT RESOLVED that Issue 3, as contained in Document 3, be amended to include an additional Option 3 that removes the first bullet pertaining to the N4(H)11 designation, and maintains the following language form Option 2 as follows:</p> <p>“Option 3 proposes the following: Where located in an R4 zone that currently permits 12 or fewer units in the Inner Urban, Outer Urban, or Suburban Transects, and located outside the Evolving Neighbourhood Overlay, change the zone from N4 to N3. Reduce the maximum density in the N3 zone to align with current permissions in the R4 zones (220 units per hectare and a maximum of 10 units in a building).”</p> <p>BE IT FURTHER RESOLVED that staff consult on Option 3 as part of the Draft 2 consultation on Issue 3 and report back to Council as part of the Draft 3 report.</p>	<p>Staff have consulted on this option as part of the Draft 2 consultation, and continue to recommend applying the H(11) suffix within proposed N4 zones in areas that are presently subject to an 11 m/three storey height limit.</p>

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April 21, 2025	THEREFORE BE IT RESOLVED that, in preparing Draft 3 of the new Zoning By-law, staff be directed to consult on an Option 4 with respect to Issue 2 in Supporting Document 3 of the report; and BE IT FURTHER RESOLVED that Option 4 read as follows: Set height permissions for N1 and N2 zones to 11 metres in all urban boundary transects without retaining existing height suffixes for lower building height, except where specific heights are specified in secondary plans. BE IT FURTHER RESOLVED that staff be directed to consult with industry and residents to determine what building height changes with respect to low rise housing could be considered in draft 3 that would have the most substantial impact on enabling housing development and more effectively addressing the housing crisis.	The final draft proposes within the urban boundary 11 metres generally in N1 and N2 zones in addition to N3 zones, except where otherwise specified by area-specific height suffixes.
April 22, 2025	Direct staff to consider changing the zoning in areas of old Stittsville from N1E to N1D to allow for a minimum lot width of 15m to facilitate severance applications where lots are large enough.	Implemented in the final draft of the new Zoning By-law

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April 23, 2025	<p>space rate that is higher than one space per dwelling unit for lots on municipal services in ground-oriented subdivision developments in Rural Villages; and Assess City requirements for Traffic Impact Assessment studies, Planning Rationales and Parking Plans regarding consideration of on-street parking and the amount of parking that is provided as part of the development, including consideration of safety, winter maintenance and street access; and Consider communal parking solutions for new development in Rural Villages after the new Zoning By-law is in full force and effect; and Consider a residential on-street parking permit program for Rural Villages; and Explore additional upzoning opportunities in Rural Villages, including increases to maximum building heights in Village Mixed Use Zones for mixed use buildings.</p>	<p>A new Section 614 was added to the draft Zoning By-law to require one parking space per dwelling unit in Village residential zones. The new Zoning By-law proposes to permit off-site “communal” parking lots in Neighbourhood zones in the urban area but similar proposals have not been implemented in the Village residential zones. As noted in the direction, Staff are open to considering such solutions in villages after the new By-law is in force. With respect to additional upzoning opportunities in rural villages, the proposed zoning designations in the new Zoning By-law generally reflect the intent of the current Village Secondary Plans, including with respect to permitted building heights.</p>
April 24, 2025	<p>Direct that staff return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and</p> <p>Approve that, despite the above resolution (NO 4), retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.</p>	<p>Implemented in the final draft of the new Zoning By-law. A minimum parking rate for Village Residential Zones has been added in Section 614.</p>

Meeting Date	Motion/Direction	Status Update
April 25, 2025	That staff be directed to consider the recommendations of the Heritage Conservation District Feasibility Assessment for Beaverbrook as part of preparing the final version of the new Zoning By-law.	The Beaverbrook Heritage Conservation District Feasibility Assessment is intended to be presented to Built Heritage Committee in January 2026. Should this result in direction to proceed with designation as a Heritage Conservation District, Staff will work with Heritage staff to address any necessary zoning changes that may arise as a result of this study as part of future amendments to the new Zoning By-law.

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April 26, 2025	That staff be directed to review N1E zoning provisions in Stittsville area as shown in Attachment 1 below and on file with the City Clerk, and determine if the zoning can be changed to N1D and report back with Draft 3 of the New Zoning Bylaw.	Implemented in the new Zoning By-law.