



Ottawa City Council

Minutes

Meeting #: 77

Date: April 8, 2026

Time: 10 am

Location: Andrew S. Haydon Hall, 110 Laurier Avenue West, and by electronic participation

Present: Mayor Mark Sutcliffe, Councillor Matt Luloff, Councillor Laura Dudas, Councillor David Hill, Councillor Cathy Curry, Councillor Glen Gower, Councillor Theresa Kavanagh, Councillor Laine Johnson, Councillor Sean Devine, Councillor Jessica Bradley, Councillor Tim Tierney, Councillor Stéphanie Plante, Councillor Rawlson King, Councillor Ariel Troster, Councillor Jeff Leiper, Councillor Riley Brockington, Councillor Shawn Menard, Councillor Marty Carr, Councillor Catherine Kitts, Councillor Isabelle Skalski, Councillor David Brown, Councillor Steve Desroches, Councillor Allan Hubley, Councillor Wilson Lo

Absent: Councillor Clarke Kelly

1. Call to order and moment of reflection

The Council of the City of Ottawa met at Andrew S. Haydon Hall, 110 Laurier Avenue West, Ottawa, on Wednesday, April 8, 2026, beginning at 10:00 a.m. The Mayor, Mark Sutcliffe, presided over the meeting from Council Chambers with some Members attending in person and the remaining Members participating remotely by Zoom.

Mayor Sutcliffe led Council in a moment of reflection.

2. Public notices and meeting information

Notices and meeting information are attached to the agenda and minutes, including: availability of simultaneous interpretation and accessibility

accommodations; *in camera* meeting procedures; information items not subject to discussion; personal information disclaimer for correspondents; notices regarding minutes; and remote participation details.

Accessible formats and communication supports are available, upon request.

3. National Anthem

Councillor I. Skalski

The National Anthem was performed by the Metcalfe Public School Junior Choir.

4. Roll Call

All Members of Council were present except Councillor C. Kelly.

5. Confirmation of Minutes

5.1 Minutes 76 of the City Council meeting of March 11, 2026

Carried

5.2 Confidential Minutes 76 of the City Council meeting of March 11, 2026

Carried

6. Declarations of Interest Including Those Originally Arising from Prior Meetings

No Declarations of Interest were filed.

7. Communications

7.1 Association of Municipalities of Ontario (AMO) Communications

The communications from AMO were received.

7.2 Responses to Inquiries

7.2.1 OCC-2025-16 - Low Water Advisory for Private Wells

7.2.2 OCC-2025-19 - Request for Information Concerning Heavy Construction Vehicle Traffic Safety in Residential Neighbourhoods

7.2.3 OCC-2026-01 - NCC Land Negotiations and Bank Street Renewal Project

7.2.4 OCC-2026-02 - Extremism-related risks

7.3 Petitions

A petition submitted by Darrell Cox, containing 81 signatures, requesting that City Council reject the proposal under the Bank Street Active Transportation and Transit Priority Feasibility Study that would remove 17 on-street parking spaces to implement dedicated bus lanes.

8. Regrets

Councillor C. Kelly advised that he would be absent from the City Council meeting of April 8, 2026.

9. Presentation

Council resolved in camera at 10:19 am.

In Camera Session

In Council (Open Session)

Council resumed in open session at 12:21 pm.

Upon resuming in open session, Mayor Sutcliffe advised that Council just met in camera pursuant to the Procedure By-law (By-law No. 2025-100), as follows:

- Subsection 13 (3) respecting education and training of Members and Subsection 13 1(h) respecting information explicitly supplied in confidence to the municipality by Canada, a province or territory or a Crown agency of any of them, in order to receive an educational briefing session for Members of Council provided by representatives of the following organizations: Canadian Security Intelligence Service (CSIS); Integrated Threat Assessment Centre (ITAC); Parliamentary Protective Service (PPS); Royal Canadian Mounted Police (RCMP); and Ottawa Police Service (OPS).

During the closed session, no votes were taken other than procedural motions.

Motion No. **2026-77-01**

Moved by M. Luloff

Seconded by J. Leiper

BE IT RESOLVED that City Council resolve in camera pursuant to Procedure By-law (By-law No. 2025-100), Subsection 13 (3) respecting education and training of Members and Subsection 13 1(h) respecting information explicitly supplied in confidence to the municipality by Canada, a province or territory or a Crown agency of any of them, in order to receive

an educational briefing session for Members of Council provided by representatives of the following organizations: Canadian Security Intelligence Service (CSIS); Integrated Threat Assessment Centre (ITAC); Parliamentary Protective Service (PPS); Royal Canadian Mounted Police (RCMP); and Ottawa Police Service (OPS).

Carried

9.1 Education and Training Session – In Camera – Inter-Agency Briefing on the National Security Landscape

An educational briefing session for Members of Council will be provided by representatives of the following organizations: Canadian Security Intelligence Service (CSIS); Integrated Threat Assessment Centre (ITAC); Parliamentary Protective Service (PPS); Royal Canadian Mounted Police (RCMP); and Ottawa Police Service (OPS).

As this educational session will contain information supplied confidentially by these organizations, it will be conducted in closed session pursuant to Procedure By-law (By-law No. 2025-100), Subsection 13 (3) respecting education and training of Members and Subsection 13 1(h) respecting information explicitly supplied in confidence to the municipality by Canada, a province or territory or a Crown agency of any of them.

10. Motion to Introduce Reports

Motion No. 2026-77-02

Moved by M. Luloff

Seconded by J. Leiper

That the Agriculture and Rural Affairs Committee Report 34, Audit Committee Report 16, Built Heritage Committee Report 30, Emergency Preparedness and Protective Services Committee Report 22, Joint Planning and Housing and Community Services Committee Report 1, Planning and Housing Committee Report 62, Public Works and Infrastructure Committee Report 25, and the report from the City Clerk entitled “Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of March 11, 2026” be received and considered.

That the Rules of Procedure be suspended to receive and consider Finance and Corporate Services Committee Report 35 due to the time sensitivity of the items contained in the report.

Carried

11. Agriculture and Rural Affairs Committee Report 34

11.1 Ottawa Rural Clean Water Program 2021-2025 Review and Renewal

File No. ACS2026-SI-CCR-0004 - City-wide

Committee Recommendation(s)

That Council:

1. **Receive the Ottawa Rural Clean Water Program 2021-2025 Review and Renewal (Document 1);**
2. **Approve the 2026-2030 Ottawa Rural Clean Water Program as outlined in this report and as described in Document 1;**
3. **Direct staff to undertake further study and consultation on expanding the scope of the Ottawa Rural Clean Water Program, as outlined in this report and as described in Document 1, and to report back to Council in 2027.**

Carried

11.2 Urban Design Review Panel Procedural and Reporting Updates

File No. ACS2026-PDB-RHU-0032 - City-wide

Planning and Housing Committee and Agriculture and Rural Affairs Committee Recommendation(s)

That Council direct staff to:

1. **Request the Ministry of Municipal Affairs and Housing to amend Official Plan Amendment 47 to remove the Urban Design Review Panel Report from the list of possible requirements for an application to be deemed complete; and**
2. **Exclude the Urban Design Review Panel Report from the Development Application Studies and Plans By-law.**

Carried

11.3 Motion - Councillor D. Brown - Review of Rural Transit Areas A and B Funding Model and Feasibility of Private Mass Transportation Partnerships

File No. ACS2026-OCC-CCS-0033 - Orleans East-Cumberland (Ward 1); West Carleton-March (Ward 5); Orleans South-Navan (Ward 19); Osgoode (Ward 20); Rideau-Jock (Ward 21)

Committee Recommendation(s)

That Council:

1. **Direct City staff to review the Rural Transit Area A and B funding models and report back to the Agriculture and Rural Affairs Committee, including:**
 - a. **a description of how the model allocates services and costs among rural areas/wards and the inputs driving those allocations;**
 - b. **options within each ward to improve alignment between rate payers and bus service receivers ensuring fairness and transparency.**
 - c. **potential adjustments to address any misalignment with estimated impacts by rural ward/village and any budget implications.**
2. **Direct City staff to evaluate the feasibility of working with private mass transportation providers to supplement rural transit service for commuters and to enhance connectivity between villages and major mobility hubs (e.g., Park & Ride lots, town centres, rapid transit stations, and key employment areas), including:**
 - a. **procurement and contracting opportunities, including whether existing City contracts may be leveraged or expanded, with estimated costs, risks, and timelines, subject to the City's procurement by-law.**
 - b. **minimum service standards and requirements, including accessibility (AODA), safety, reliability, customer service,**

data-sharing, performance metrics, and monitoring/reporting mechanisms to ensure accountability.

- c. integration considerations with OC Transpo and the broader network (routing coordination, schedules, branding/wayfinding, and feasibility of fare and transfer integration including PRESTO where applicable) and implications for OC Transpo operations, governance, and labour considerations.**
 - d. opportunities for a time-limited pilot project in one or more rural corridors/villages, including recommended locations, expected outcomes, evaluation framework, and proposed funding sources, including clear success criteria and decision points for scaling, modifying, or discontinuing the pilot.**
- 3. Direct staff to incorporate the work already underway in response to Councillor Brown's amendment to Motion No. 2025-62-10 from the July 23, 2025 City Council meeting into the work and report required by this motion, and that a single consolidated report be brought forward to avoid duplication, satisfying the reporting requirements of both motions; and**
 - 4. Direct that staff's report include a recommended phased path forward and, where feasible, an implementation plan identifying decisions required, budget impacts (operating and capital), and a proposed timeline for any pilot(s) and/or to implement proposed adjustments to the Rural Transit Area A and B funding models; and**
 - 5. Direct staff to report back when practicable.**

Motion No. **2026-77-03**

Moved by J. Bradley

Seconded by S. Devine

BE IT RESOLVED that Committee Recommendation 1 (a, b, and c) be referred to staff for review with the Transit LRFP Working Group in the context of the next Transit Long Range Financial Plan.

For (10): G. Gower, T. Kavanagh, L. Johnson, S. Devine, J. Bradley, R. King, A. Troster, J. Leiper, S. Menard, and M. Carr

Against (14): M. Sutcliffe, M. Luloff, L. Dudas, D. Hill, C. Curry, T. Tierney, S. Plante, R. Brockington, C. Kitts, I. Skalski, D. Brown, S. Desroches, A. Hubley, and W. Lo

Lost (10 to 14)

Motion No. **2026-77-04**

Moved by D. Brown

Seconded by M. Luloff

BE IT RESOLVED That Committee recommendation 3 be amended to say "... that a single consolidated report be brought forward to a joint meeting of ARAC and Transit Committee to avoid duplication..."

Carried

At the will of Council, the Committee recommendations, as amended by Motion 2026-77-04, were severed for voting purposes as outlined below.

That Council:

1. **Direct City staff to review the Rural Transit Area A and B funding models and report back to the Agriculture and Rural Affairs Committee, including:**
 - a. **a description of how the model allocates services and costs among rural areas/wards and the inputs driving those allocations;**
 - b. **options within each ward to improve alignment between rate payers and bus service receivers ensuring fairness and transparency.**
 - c. **potential adjustments to address any misalignment with estimated impacts by rural ward/village and any budget implications.**

For (17): M. Sutcliffe, M. Luloff, L. Dudas, D. Hill, C. Curry, L. Johnson, S. Devine, T. Tierney, S. Plante, R. King, R. Brockington, C. Kitts, I. Skalski, D. Brown, S. Desroches, A. Hubley, and W. Lo

Against (7): G. Gower, T. Kavanagh, J. Bradley, A. Troster, J. Leiper, S. Menard, and M. Carr

Carried (17 to 7)

2. Direct City staff to evaluate the feasibility of working with private mass transportation providers to supplement rural transit service for commuters and to enhance connectivity between villages and major mobility hubs (e.g., Park & Ride lots, town centres, rapid transit stations, and key employment areas), including:

- a. **procurement and contracting opportunities, including whether existing City contracts may be leveraged or expanded, with estimated costs, risks, and timelines, subject to the City's procurement by-law.**
- b. **minimum service standards and requirements, including accessibility (AODA), safety, reliability, customer service, data-sharing, performance metrics, and monitoring/reporting mechanisms to ensure accountability.**
- c. **integration considerations with OC Transpo and the broader network (routing coordination, schedules, branding/wayfinding, and feasibility of fare and transfer integration including PRESTO where applicable) and implications for OC Transpo operations, governance, and labour considerations.**
- d. **opportunities for a time-limited pilot project in one or more rural corridors/villages, including recommended locations, expected outcomes, evaluation framework, and proposed funding sources, including clear success criteria and decision points for scaling, modifying, or discontinuing the pilot.**

3. Direct staff to incorporate the work already underway in response to Councillor Brown's amendment to Motion No. 2025-62-10 from the July 23, 2025 City Council meeting into the work and report required by this motion, and that a single consolidated report be brought forward to a joint meeting of ARAC and Transit

Committee to avoid duplication, satisfying the reporting requirements of both motions; and

- 4. Direct that staff's report include a recommended phased path forward and, where feasible, an implementation plan identifying decisions required, budget impacts (operating and capital), and a proposed timeline for any pilot(s) and/or to implement proposed adjustments to the Rural Transit Area A and B funding models; and**
- 5. Direct staff to report back when practicable.**

For (12): M. Sutcliffe, M. Luloff, L. Dudas, D. Hill, C. Curry, T. Tierney, C. Kitts, I. Skalski, D. Brown, S. Desroches, A. Hubley, and W. Lo

Against (12): G. Gower, T. Kavanagh, L. Johnson, S. Devine, J. Bradley, S. Plante, R. King, A. Troster, J. Leiper, R. Brockington, S. Menard, and M. Carr

Lost on a tie (12 to 12)

11.4 Motion - Councillor I. Skalski – Management of Excess Soils

File No. ACS2026-OCC-CCS-0043 - Orleans East-Cumberland (Ward 1); West Carleton-March (Ward 5); Orleans South-Navan (Ward 19); Osgoode (Ward 20); Rideau-Jock (Ward 21)

Committee Recommendation(s)

That Council direct:

- 1. Staff to report back by Q3 2027 with a review of how other Ontario municipalities regulate or oversee excess soil reuse sites, including mechanisms such as site plan control, haul route agreements, fill management plan requirements, road use agreements, and nuisance mitigation measures.**
- 2. As part of this report and within the confines of applicable provincial statute and regulation, staff provide recommendations to Council on how to best strengthen the City's regulatory or oversight approach to excess soil reuse and disposal sites so as to close gaps that otherwise limit the City's ability to ensure that these properties are managed appropriately; and**
- 3. In the interim, by the end of Q2 2026, staff bring forward for Council's approval an amendment to the Site Alteration By-law**

2024-448 requiring owners or operators of excess soil reuse sites, or of registered projects using such sites, within the City of Ottawa to notify the City and the local Ward Councillor within five (5) days of registering with the province.

Carried

12. Audit Committee Report 16

12.1 Office of the Auditor General (OAG) – Semi-annual Report on Follow-up Procedures

File No. ACS2026-OAG-BVG-001 – City-wide

Committee Recommendation(s)

That Council receive the Semi-Annual Report on Follow-up Procedures.

Received

12.2 Office of the Auditor General (OAG) – 2025 Report on the Fraud and Waste Hotline

File No. ACS2026-OAG-BVG-002 – City-wide

Committee Recommendation(s)

That Council receive the 2025 Report on the Fraud and Waste Hotline.

Received

12.3 Office of the Auditor General (OAG) – 2025 Annual Report

File No. ACS2026-OAG-BVG-003 – City-wide

Committee Recommendation(s)

That Council receive the 2025 Annual Report

Received

12.4 Office of the Auditor General (OAG) – OC Transpo Recruitment and Staffing Investigation

File No. ACS2026-OAG-BVG-004 – City-wide

Committee Recommendation(s)

That Council consider and approve the recommendations.

Carried

13. Built Heritage Committee Report 30

13.1 Heritage Permit - 180 Lansdowne Road South

File No. ACS2026-PDB-RHU-0022 - Rideau-Rockcliffe (Ward 13)

Committee Recommendation(s)

That Council:

1. **Approve the application for demolition and new construction at 180 Lansdowne Road South according to plans by Simmonds Architecture Inc., dated December 2025 and January 2026, conditional upon:**
 - a. **The applicant provides samples of all final exterior materials, for approval by Heritage Planning staff prior to the issuance of the building permit.**
 - b. **The submission and acceptance of a final Tree Information Report and Landscape Plan, to the satisfaction of the City's Forester;**
 - c. **The applicant provides a copy of the building permit plans to heritage staff at the time of the submission of the building permit application. The submission shall clearly identify any changes from the approved heritage permit and include a list and explanation of proposed changes.**
2. **Delegate authority for minor design and landscaping changes to the Program Manager, Heritage Planning Branch, Planning, Development, and Building Services Department.**
3. **Approve the issuance of the heritage permit with a two-year expiry date from the issuance unless otherwise extended by Council.**

Carried

14. Emergency Preparedness and Protective Services Committee Report 22

14.1 Food Premises Licensing Review

File No. ACS2026-EPS-PPD-0001 – City-wide

Committee Recommendation(s)**That Council approve the following amendments to the Licensing By-law (No. 2002-189, as amended):**

1. **New and updated definitions and regulations in the by-law and in Schedule 7, relating to food premises, as described in this report and in the general form set out in Document 1; and**
2. **Updated regulations in Schedule 5, relating to amusement places, as described in this report and in the general form set out in Document 2.**

Carried as amendedMotion No. **2026-77-05**

Moved by S. Devine

Seconded by D. Hill

WHEREAS Council is considering amendments to By-law 2002-189, with respect to the licensing and regulation of food premises (the Food Premises Licensing By-law); and**WHEREAS the Food Premises Licensing Review otherwise proposes broadly supported measures, including the consolidation and modernization of licensing requirements for food premises offering live entertainment; and****WHEREAS the proposed Food Premises Licensing By-law introduces new enforcement authorities under Schedule 7 (Relating to Food Premises), Clauses 17(b) and 17(c), also reproduced under Schedule 5 (Amusement Places), Clauses 8(b) and 8(c), which would permit the Chief License Inspector to:**

- **mandate the relocation of noise-generating equipment within licensed premises, at the licensee's expense; and**

- require licensees to obtain professional acoustic engineering reports and undertake associated remediation, also at the licensee's expense; and

WHEREAS multiple delegates, including the Ottawa Music Industry Coalition (OMIC), venue operators, and legal counsel, raised concerns that these proposed authorities are new, infrequently used, high-cost, and not accompanied by clear thresholds, definitions, escalation pathways, or procedural safeguards, creating uncertainty for operators attempting to comply in good faith; and

WHEREAS multiple delegates and stakeholders at the March 23 meeting of the Emergency Prepared & Protective Services Committee expressed concern that, as drafted, the proposed language described above is imprecise, and does not clearly limit the application of these tools to repeat, extreme, or adjudicated cases of non-compliance; and

WHEREAS Tables 2 and 3 of the Staff Report demonstrate that noise-related service requests and noise-related enforcement actions at food premises have stabilized or declined between 2023 and 2024, raising questions about the necessity of introducing new and potentially onerous enforcement powers through a licensing by-law at this time; and

WHEREAS in comparator cities such as Toronto, acoustic engineering reports are typically triggered by material changes in use or as a requirement of licensing, further underscoring the need for careful policy framing; and

WHEREAS in assessing comparator cities as support for expanded enforcement discretion, it is important that any comparable authorities be accompanied by similar technical standards, defined thresholds, procedural safeguards, and oversight mechanisms to ensure predictability and fairness for operators; and

WHEREAS the proposed noise-related provisions raise complex technical and policy issues, and City staff acknowledged during and following Committee being open to further clarification and potential refinement of these measures through appropriate policy review; and

WHEREAS a Noise By-law Review, should it be included in the next Term of Council's By-law Review Workplan, would provide the

appropriate policy framework and timing to consider complex noise-related enforcement tools in a coordinated and consultative manner;

THEREFORE BE IT RESOLVED THAT Council amend the Food Premises Licensing By-law, to remove the provisions contained in Schedule 7, Clauses 17(b) and 17(c), and Schedule 5, Clauses 8(b) and 8(c); and

BE IT FURTHER RESOLVED THAT Council direct staff to consider any such noise-related enforcement tools as part of any forthcoming Noise By-law Review in the next Term of Council, including:

- **consultation with music, creative-industry, and nightlife stakeholders;**
- **consideration of Agent-of-Change principles and comparative best practices in other municipalities;**
- **examination of clearer thresholds, escalation pathways, procedural safeguards, and appropriate oversight mechanisms; and**
- **exploration of alternative resolution mechanisms, including mediation or arbitration models involving affected residents, operators, the relevant Ward Councillor, and the City's Nightlife Office or Commissioner.**

Carried

15. Finance and Corporate Services Committee Report 35

Rising from the Finance and Corporate Services Committee of 7 April 2026.

15.1 2026 Tax Policy and Other Revenue Matters

File No. ACS2026-FCS-REV-0001 - City-wide

Committee Recommendation(s)

That Council:

1. **Adopt the following optional property tax classes in 2026:**
 - a. **Shopping Centre property class**
 - b. **Office Building property class**
 - c. **Large Industrial property class**

- d. **Professional Sports Facility property class**
- e. **Small Business property subclass**
- f. **Small-scale business on farm subclass I & II**
2. **Approve second year reduction of the four-year plan to reduce the Multi-Residential tax ratio to 1.0000**
3. **Adopt the 2026 recommended tax ratios as outlined in Table 6 of this report.**
4. **Adopt the recommended tax reductions for the 2026 tax year**
 - a. **Small business subclass: 15 per cent**
 - b. **Farm land awaiting development subclass I: 25 per cent**
 - c. **Farm land awaiting development subclass II: No discount**
 - d. **Small-scale business on farm subclass I: 75 per cent**
 - e. **Small-scale business on farm subclass II: 75 per cent**
 - f. **Commercial (including office and shopping classes) and Industrial excess and vacant land: No discount**
5. **Approve that the municipal tax rates for 2026 be established based on the ratios adopted herein.**
6. **Approve the final year of the capping clawback program to and exit the program in 2026.**
7. **Approve the property tax and water mitigation programs previously approved by Council, and outlined in the report, including the changes for 2026 as follows:**
 - a. **Low-Income Seniors and Persons with Disabilities Tax and/or Water Deferral Programs and set the income threshold for 2026 applicants to \$59,398.**
8. **Adopt the notional tax rate adjustment for the City of Ottawa as prescribed in the property tax-related regulations made under the Municipal Act, 2001.**
9. **Approve that \$1.4 million in additional tax revenue from additional growth identified through the application of the notional tax rate adjustment be contributed to the tax stabilization reserve.**

10. **Approve that the 2027 property tax and due date provisions be as follows:**
 - a. **That the interim 2027 property tax bills be set at 50 per cent of the 2026 adjusted/annualized taxes as permitted by legislation.**
 - b. **That the following tax due dates be approved for 2027:**
 - i. **Interim: March 18, 2027**
 - ii. **Final: June 17, 2027.**
 - c. **That the penalty and interest percentage charged on overdue and unpaid tax arrears remain at 1.25 per cent per month (15 per cent per year) for 2027, unchanged from 2026.**
 - d. **That Council enact a by-law to establish the 2027 interim taxes, tax due dates, penalty and interest charges.**
11. **Adopt an annual levy on eligible institutions pursuant to Section 323 of the Municipal Act, 2001, and Ontario Regulation 384/98 as follows:**
 - a. **\$75 per full-time student in attendance at universities and colleges, pursuant to Section 323 (1)**
 - b. **\$75 per resident placed in correctional institutions, pursuant to Section 323 (2)**
 - c. **\$75 per rated bed in public hospitals, pursuant to Section 323 (3)**
 - d. **\$75 per place in provincial educational institutions, pursuant to Section 323 (5).**
12. **Direct that the report be submitted to Council for consideration at its meeting of April 8, 2026, to allow time for the enactment the required by-laws in advance of when tax bills are issued in May.**

Carried

15.2 2026 Budgets and Special Levies for Business Improvement Areas (BIA) and Sparks Street Mall Authority

File No. ACS2026-FCS-FIN-0007 - City-wide

Committee Recommendation(s)

That Council:

1. **Approve the 2026 budgets and special levies, as presented in Document 1, for the following:**
 - **Barrhaven BIA**
 - **Bells Corners BIA**
 - **Carp BIA**
 - **Carp Road Corridor BIA**
 - **Centretown BIA**
 - **Downtown BIA**
 - **Downtown Rideau BIA**
 - **Glebe BIA**
 - **Heart of Orleans BIA**
 - **Kanata Central BIA**
 - **Kanata North BIA**
 - **Manotick BIA**
 - **Preston BIA**
 - **Somerset Chinatown BIA**
 - **Somerset Village BIA**
 - **Sparks Street Mall Authority**
 - **Vanier BIA**
 - **Wellington West BIA**
 - **Westboro Village BIA**
2. **Enact the BIA levy by-laws and the Sparks Street Mall Authority by-law for the BIAs and Mall Authority listed in**

Recommendation 1 once the 2026 tax ratios are approved by Council.

3. **Direct that the report be submitted to Council for consideration at its meeting of April 8, 2026, to allow time for the enactment the required by laws in advance of when tax bills are issued in May.**

Carried

15.3 Conservation Authorities 2026 Levies

File No. ACS2026-FCS-FSP-0003 - City-wide

Committee Recommendation(s)

That Council:

1. **Approve the 2026 levies for the Rideau Valley, South Nation and Mississippi Valley Conservation Authorities as presented in Document 1, and as outlined in this report.**
2. **Authorize City staff to proceed with the negotiations with the Mississippi Valley Conservation Authority (MVCA) for the potential issuance of appropriate long-term financing of up to \$6,000,000 to finance capital expenditures, which will be repaid by the MVCA.**
3. **Delegate authority to the City Treasurer/Chief Financial Officer, in consultation with the City Solicitor to finalize all necessary agreements for the long-term financing.**
4. **Direct that the report be submitted to Council for consideration at its meeting of April 8, 2026, to allow time for the enactment the required by-laws in advance of when tax bills are issued in May.**

Carried

15.4 Land Exchange Agreement - Bank Street Renewal Project - City of Ottawa and National Capital Commission

File No. ACS2026-SI-HSI-0007 - City-wide

Committee Recommendation(s)

That Council approve a land exchange agreement (the “Agreement”) between the City of Ottawa and the National Capital Commission as follows:

- 1. Declare a portion of the property legally described as part of PIN 04145 0237, containing an area of approximately 1,370.2 square metres, more particularly described and shown as Parcel 1 on Schedule C-1 and a portion of the property municipally known as 2213 Riverside Drive, being part of PIN 04145-0233, containing an area of approximately 491.1 square metres, more particularly described and shown as Parcel 1 on Schedule C-2 attached (City Lands) as surplus to the City’s requirements.**
- 2. Waive articles 2.3 and 5.1 of the Disposal of Real Property Policy and approve a direct transfer of the lands described in Recommendation 1 to the National Capital Commission.**
- 3. Approve the acquisition of a fee simple interest in Lands owned by National Capital Commission shown as 12 parcels on Schedule D (NCC Lands), subject to final survey, having a market value of \$2,300,640.20 less the amount of \$11,439.96 paid under the Temporary License of Occupation for these parcels resulting in the total amount of compensation payable of \$2,289,200.24 plus applicable tax and subject to final survey.**
- 4. Approve the acquisition of easements shown as four parcels on Schedule D to the City, subject to final survey and easements that may be required, having a market value of \$486,192.00 less the amount of \$145,857.60 paid under the Temporary License of Occupation for these parcels resulting in the total amount of compensation payable of \$340,334.40 plus applicable tax and subject to final survey.**
- 5. Approve the disposal of the fee simple interest in the City lands described in Recommendation 1 for a total consideration of \$3,365,230.40 plus applicable tax, and subject to final survey.**
- 6. Authorize staff to undertake the process to close the public highway located on the Existing Ramp Lands (in the**

Agreement) and bring forward a Road Closure By-law as soon as reasonably practicable following the completion of construction and opening of the new road described on the NCC Fee Simple Lands.

7. Delegate authority to the Director, Housing Solutions, Real Estate and Investments, on behalf of the City, to enter into, conclude, execute, amend, supplement, implement, and take all steps required to close the transactions contemplated by the Agreement and Temporary License of Occupation, the Post-Closing License of Occupation and all other ancillary agreements contemplated therein with the NCC, as described in this report.
8. That this report be brought to the Council meeting of April 8, 2026, to ensure that Council approve the report prior to the National Capital Commission Board meeting, which will occur before the next Ottawa City Council meeting scheduled for April 22, 2026.

Carried

16. Joint Planning and Housing and Community Services Committee Report 1

16.1 Five Year Review of the 10-Year Housing and Homelessness Plan

File No. ACS2026-CSS-GEN-006 – City-wide

Committee Recommendation(s) as amended

That Council:

1. Approve the refreshed 10-Year Housing and Homelessness Plan 2026-2035 attached as Document 1 as the framework to guide the City's efforts over the next ten years to address local housing and homelessness needs.
2. Direct the Deputy City Treasurer, Corporate Finance, in consultation with the Director, Housing and Homelessness Services and the Director, Housing Solutions, Real Estate and Investment Services, to undertake a review and update of the Housing Services Long Range Financial Plan and report back to Committee and Council during the next term of Council.

3. **Direct staff to update Planning and Housing Committee and Community Services Committee annually by memo on the 10-Year Housing and Homelessness Plan's achievements and progress towards meeting the stated goals and objectives.**
4. **That staff be directed to review and align definitions of housing types across all relevant City departments, including Planning and Community and Social Services.**
5. **That staff report back with a harmonized framework and any recommended updates to the relevant planning policies, bylaws and program frameworks, in alignment with the 10-Year Housing and Homelessness Strategy.**

Carried as amended

Motion No. **2026-77-06**

Moved by M. Sutcliffe

Seconded by L. Dudas

WHEREAS during this term of Council, Ottawa has made substantial investments and progress on improving housing outcomes; and

WHEREAS Council has emphasized the need for market and non-market housing alike, including by funding 267% more affordable housing units than during a comparable period last term, overhauling our Zoning By-law, and advancing a bold and innovative Housing Action Plan that is already increasing housing starts; and

WHEREAS the City is undertaking significant efforts to address homelessness and provide shelter to everyone who needs it, including by integrating health and housing, partnering with the sector to end youth homelessness, improving diversion and prevention, enhancing outreach, expanding family and single transitional housing options, and investing substantially into non-market housing; and

WHEREAS despite significant progress, there remains a substantial gap when it comes to addressing homelessness and supporting individuals with the highest needs in our city; and

WHEREAS in 2024, on a given night close to 3,000 people experienced homelessness in Ottawa; and

WHEREAS of those 3,000 people, 450 are currently on the waitlist for supportive housing, the only housing solution suitable for individuals facing complex health and social challenges.

WHEREAS, the 2024 Housing Needs Assessment identified a need for 350 additional supportive housing units (above existing planned units) required to address homelessness and since approximately 50 new supportive units are built and made available in Ottawa each year, the last person on the waitlist could wait up to 10 years to obtain a unit; and

WHEREAS supportive housing provides health and social services such as mental health services, primary care, peer support, addiction counselling, life skills training and community reintegration support; and

WHEREAS investing in supportive housing is a long-term investment that shifts spending from emergency response to prevention and stability, keeps people housed by identifying issues early, improves access to care, reduces ambulance trips, emergency visits and hospital stays and improves safety, security and wellbeing in housing communities; and

WHEREAS the Auditor General's 2025 Audit of Supportive Housing identified that existing supportive housing programs could not meet the needs of individuals dealing with chronic homelessness without more coordination between capital, operating and health funding—which require coordination at all levels of government; and

WHEREAS delivering supportive housing units requires the alignment of capital and operating funding, and those investment are fiscally responsible as they can help reduce costs on healthcare, policing and alternative response, and other social costs; and

WHEREAS to fully realize the ambition of our 10-Year Housing and Homelessness Plan of “a community where everyone has access to the housing and supports they need to thrive,” the City must lead the way in terms of investing in supportive housing; and

WHEREAS no municipality in Canada has a dedicated funding stream for expanding the scope of supportive housing investments.

THEREFORE BE IT RESOLVED that the City of Ottawa declare its intent to be the national leader on addressing chronic homelessness through supportive and affordable housing; and

BE IT FURTHER RESOLVED that staff consider funding options as part of Budget 2027 to sustainably fund a Supportive Housing Fund as part of dedicated to building and operating supportive housing units; and

BE IT FURTHER RESOLVED that, if funding is available, staff leverage the 2025 Close of Capital Projects report to allocate a first injection of capital funding into the Supportive Housing Fund; and

BE IT FURTHER RESOLVED that this dedicated investment be used to:

- **Advance the delivery of the 550 supportive units identified in the 10-Year Housing and Homeless Plan and double the rate at which supportive housing units are currently built, delivering homes to all 450 residents on the waitlist within five years instead of 10;**
- **Support necessary operating funding until and unless operating funding is received through other levels of government**

BE IT FURTHER RESOLVED that staff seek opportunities to leverage publicly-owned land to reduce costs for new supportive housing; and

BE IT FURTHER RESOLVED that priority be given to funding projects that are currently or nearly shovel-ready on existing City supportive housing lists; and

BE IT FURTHER RESOLVED that funding also consider acquisition of existing buildings for retrofitting, where staff believe it would be beneficial to do so; and

BE IT FURTHER RESOLVED that, when considering site selection, an approach be undertaken whereby supportive housing supports are available within the communities that need them but are not concentrating highest-need individuals within small geographical areas; and

BE IT FURTHER RESOLVED that, since this municipal investment is expected to reduce financial pressure on other levels of government, staff be directed to engage with federal and provincial counterparts to request assistance with funding supportive housing in Ottawa, including through capital and operating dollars.

Carried

17. Planning and Housing Committee Report 62

17.1 Official Plan Amendment and Zoning By-law Amendment - 951 Gladstone Avenue and 145 Loretta Avenue North

File No. ACS2026-PDB-PSX-0010 – Kitchissippi (Ward 15)

Committee Recommendation(s) as amended

That Council:

1. **Approve the Amendment to the West Downtown Core Secondary Plan in Volume 2A of the Official Plan, for 951 Gladstone Avenue and 145 Loretta Avenue North, as shown on Document 1, with regards to Schedule M - Maximum Building Height and Tower Location, to permit an increase in the maximum permitted buildings heights, from 30, 33 and 35 storeys to 34, 38 and 40 storeys respectively, as detailed in Document 2.**
2. **Approve the Amendment to Zoning By-law 2008-250 for 951 Gladstone Avenue and 145 Loretta Avenue North, as shown in Document 1, to permit an increase in the maximum permitted building heights, from 30, 33 and 35 storeys to 34, 38 and 40 storeys, respectively, as detailed in Document 3.**
3. **Approve the Amendment to Zoning By-law 2026-50 for 951 Gladstone Avenue and 145 Loretta Avenue North, as shown in Document 1, to permit an increase in the maximum permitted building heights, from 30, 33 and 35 storeys to 34, 38 and 40-storeys, respectively, as detailed in document 5.**
4. **Approve an exemption from Community Benefit Charges for 951 Gladstone Avenue and 145 Loretta Avenue North, as shown on Document 1, in that the development contemplated on the subject lands or any substantially similar development**

on the subject lands, shall continue to be exempt from Community Benefits Charges provided the City benefits from an enforceable obligation, such as an Agreement registered on title, for the Owner or any subsequent Owners of the subject lands to provide the community benefits.

5. Direct staff to enter into a limiting distance agreement with the applicant for 951 Gladstone Avenue and 154 Loretta Avenue North; and
 - a. that the applicable section of the Real Property Disposal Policy be waived to enable the agreement to be completed at nominal cost.

Carried with a dissent from Councillor J. Leiper.

Carried

17.2 Inclusionary Zoning Policy and Regulatory Framework - Official Plan Amendment and Zoning Bylaw Amendments

File No. ACS2026-SI-CCR-0005 – City-wide

Committee Recommendation(s)

That Council:

1. Approve the Official Plan Amendment detailed in Document 1 and the Zoning By-law Amendment detailed in Documents 2, 3 and 4 to establish and authorize the use of Inclusionary Zoning with a city-wide zero (0) per cent set-aside rate, pending future re-assessment for feasibility and need; and
2. Direct Staff to initiate work to develop the Inclusionary Zoning Implementation Guidelines, administrative processes and triggers for assessment of future feasibility and housing need to support a change to required set-aside rates and report back to this Committee by Q2 2027; and
3. Direct Staff to initiate the housing market assessment and peer review as required by O.Reg. 232/18 in conjunction with an updated housing needs analysis and report back to Committee on future adjustments to required set-aside rates by no later than Q2 2028; and

4. **Direct Staff to assess and develop further financial and/or regulatory incentives including leveraging of housing funds from senior levels of government to provide the basis and support for a voluntary inclusionary zoning supplement to encourage provision of increased depth of affordability and/or increased proportion of inclusionary units above the minimum baseline requirements.**

Carried with dissents from Councillors M. Luloff, D. Hill and W. Lo.

Carried

18. Public Works and Infrastructure Committee Report 25

18.1 Road Modifications for the Manor Park Integrated Road, Water and Sewer Project (Arundel Avenue, Kilbarry Crescent, Braemar Street, Finter Street, Farnham Crescent and Jeffrey Avenue)

File No.: ACS2026-PDB-TP-0013 - Rideau-Rockcliffe (Ward 13)

Committee Recommendation(s) as amended

That Council:

1. **Approve the road modifications described in Document 1, as part of the Manor Park Integrated Road, Sewer, and Water Project; and**
2. **Direct staff to develop a scoped work plan and resource estimate for a neighbourhood-level transportation assessment for the Manor Park community, encompassing traffic projections, pedestrian and cycling demand, cumulative impacts of all planned transportation changes, and a prioritized pedestrian infrastructure investment plan; and**
 - a. **Direct staff to advise Committee whether this study can be resourced within existing budgets or requires a dedicated funding allocation; and**
 - b. **Direct staff to report back to the Public Works and Infrastructure Committee no later than Q4 2026, with recommendations to inform future transportation and pedestrian infrastructure planning decisions within Manor Park.**

Carried as amended

Motion No. **2026-77-07**

Moved by R. King

Seconded by R. Brockington

WHEREAS Official Plan policy 4.1.2, section 11 requires that, as part of road reconstruction projects, sidewalks be pursued where possible on all existing local roads in the Urban Area and Villages, and this policy is also referenced in the Transportation Master Plan; and

WHEREAS the design for the Manor Park integrated infrastructure renewal project includes sidewalks on a number of local streets; and

WHEREAS the original inclusion of sidewalks on all streets was advanced through the integrated project for efficiency, rather than based on a detailed, network-based prioritization of pedestrian connectivity; and

WHEREAS stand-alone sidewalk projects included in the Transportation Master Plan and delivered through the Pedestrian Facilities Program were selected based on a number of criteria, including community connectivity (i.e. routes to transit, schools, commercial areas, and other community destinations); network contribution (i.e. role in addressing missing links, availability of alternative routes); improvement to safety and/or comfort relative to existing conditions; and implementation considerations; and

WHEREAS prioritizing sidewalk implementation based on connectivity, network contribution, and overall benefit reflects the City's established approach to evaluating and delivering stand-alone pedestrian infrastructure; and

WHEREAS staff have advised, through application of the City's pedestrian prioritization criteria, that sidewalks on Kilbarry north of Arundel, Arundel east of Kilbarry, Jeffrey, and Braemar represent higher-value connections due to their role in supporting access to transit, schools, and key destinations, while sidewalks on Arundel west of Kilbarry and Kilbarry south of Arundel provide less network benefit and are considered lower-priority from a connectivity perspective; and

WHEREAS delaying direction on sidewalk placement could impact the construction timeline for the integrated renewal project since the contractor needs to prepare plans and coordinate construction activities, subcontractors, and suppliers in order to meet its contract obligations.

THEREFORE BE IT RESOLVED that staff be directed to remove sidewalks from the integrated renewal project on Arundel west of Kilbarry and Kilbarry south of Arundel, while maintaining sidewalks on Kilbarry north of Arundel, Arundel east of Kilbarry, Jeffrey, and Braemar.

For (7): M. Sutcliffe, T. Tierney, R. King, R. Brockington, I. Skalski, D. Brown, and W. Lo

Against (16): M. Luloff, L. Dudas, D. Hill, C. Curry, G. Gower, T. Kavanagh, L. Johnson, S. Devine, J. Bradley, S. Plante, A. Troster, J. Leiper, S. Menard, M. Carr, C. Kitts, and S. Desroches

Lost (7 to 16)

Motion No. **2026-77-08**

Moved by L. Johnson

Seconded by M. Carr

WHEREAS Official Plan policy 4.1.2, section 11 requires that, as part of road reconstruction projects, sidewalks be pursued where possible on all existing local roads in the Urban Area and Villages, and this policy is also referenced in the Transportation Master Plan; and

WHEREAS stand-alone sidewalk projects included in the Transportation Master Plan and delivered through the Pedestrian Facilities Program were selected based on a number of criteria, including community connectivity (i.e. routes to transit, schools, commercial areas, and other community destinations); network contribution (i.e. role in addressing missing links, availability of alternative routes); improvement to safety and/or comfort relative to existing conditions; and implementation considerations; and

WHEREAS Councillors have indicated during the Manor Park process that they would like clarity around specific policy guidelines

and best practices related to accessibility around street renewal projects; and

WHEREAS under the Accessibility Policy, the City of Ottawa is committed to providing equal treatment to people with disabilities with respect to the use and benefit of City services, programs, goods and facilities in a manner that respects their dignity and that is equitable in relation to the broader public. This commitment extends to residents, visitors and employees with visible or non-visible, permanent or temporary disabilities; and

WHEREAS staff have previously committed, through the City of Ottawa Municipal Accessibility Plan (COMAP), to review the Accessibility Design Standards (ADS) during the next Council term so they reflect updated provincial requirements and the City's evolving practices; and

WHEREAS the implementation of the city's sidewalk network is achieved by various TMP programs within PDBS as well as infrastructure renewal projects and programs such as the integrated renewal program within IWSD, which may sometimes create gaps in terms of project sequencing;

THEREFORE BE IT RESOLVED THAT staff undertake a review of the implementation approach taken to new sidewalk building across the TMP and integrated renewal program to improve accessibility, connectivity, and safety for pedestrians and report back during the next Term of Council; and

THEREFORE BE IT RESOLVED THAT this review include input from the Accessibility Advisory Committee and the community of persons with disabilities.

Carried

18.2 Bank Street Active Transportation and Transit Priority Feasibility Study

File No. ACS2026-PDB-TP-0004 - Capital (Ward 17)

Committee Recommendation(s) as amended

That Council:

1. **Approve the Recommended Plan for Bank Street (Highway 417 to Rideau Canal), as described in this report;**

2. **Direct staff to proceed with the detailed design and implementation of the four permanent 24-hour bus-only lane segments and two bus stop relocations, and to pilot the proposed time-of-day bus-only lanes, as described in this report, with a target launch date of summer 2027, and to report back on the findings of the pilot by end of Q4 2028;**
3. **Direct staff to proceed with the detailed design of targeted cycling and pedestrian improvements along Bank Street as shown in the functional design Recommended Plan (Document 1), and seek funding for implementation through the annual budget process as soon as practical after the detailed design is completed; and**
4. **Direct staff to investigate opportunities to improve north-south cycling routes parallel to Bank Street along streets such as Percy, Craig, Lyon and O'Connor as part of the Active Transportation Planning program;**
5. **Direct staff to report-back on the results of the pilot also provide recommendations for a future feasibility study of tactical transit improvements on Bank Street between Catherine Street and Wellington Street, considering the results of the pilot between Highway 417 and the Rideau Canal;**
6. **Direct staff to incorporate a transparent and clearly defined approach to monitoring potential local business impacts – positive, negative, or neutral - including the following components:**
 - a. **A review of how other municipalities have designed and implemented monitoring frameworks for transit priority pilots on commercial corridors, with particular emphasis on: metrics used to assess impacts to local businesses; the data sources relied upon; and lessons learned regarding best practices that can inform Ottawa's Monitoring Plan.**
 - b. **A description of the specific indicators, data sources, and methods staff propose for use in monitoring potential local business impacts during the Bank Street pilot, which may include baseline and follow up merchant and customer surveys; parking occupancy and utilization surveys;**

pedestrian or visitor foot traffic counts; and tracking of commercial vacancy or occupancy trends along the corridor.

- c. **That the Monitoring Plan, including the business impact indicators to be tracked, be made publicly available (e.g., through the project website), with periodic updates as monitoring data are collected, to support transparency throughout the pilot period.**

Carried as amended

Motion No. 2026-77-09

Moved by S. Menard

Seconded by G. Gower

WHEREAS the Public Works and Infrastructure Committee, on March 30, 2026, received and approved the report titled Bank Street Active Transportation and Transit Priority Feasibility Study (Document ID 305331), which recommends the implementation of four permanent 24-hour bus-only lane segments, two bus stop relocations, a transit advance light and a pilot project for time-of-day bus-only lanes along Bank Street between Highway 417 and the Rideau Canal; and

WHEREAS it is important for businesses to retain and increase client traffic and important for commuters to save time and for community to enhance quality of life with safe transportation choices; and

WHEREAS enhanced data collection, ongoing consultation and a mid-pilot report are desirable to evaluate the pilot's effects on sales, commuter travel times, foot traffic, and to incorporate lessons from the northbound lane changes previously implemented in Old Ottawa South.

THEREFORE BE IT RESOLVED that Council direct staff to:

1. **Examine, subject to funding availability and operational resources, increasing bus frequency during peak periods, and to advise Council of any recommended adjustments through the annual budget process or a separate report as appropriate; and**

2. **As part of the pilot's data-review and monitoring plan, consult regularly with the Glebe Community Association and the Glebe Business Improvement Area (BIA) and gather quantitative and qualitative data on sales impacts, time saved for commuters, and changes in foot traffic. Staff shall ensure a memo is produced six months into the pilot with a comprehensive report on these results. This report shall also include a review of available data from the northbound lane changes previously implemented in Old Ottawa South; and**
3. **Implement the pilot time of day bus-only lanes in accordance with the existing peak-period times and collect data for potential future adjustments based on evidence and results; and**
4. **review options for more low cost but effective transit priority advance lights in addition to the set proposed for Exhibition Way.**

Carried

18.3 Flagstaff Drive and traffic calming

Committee Recommendation(s)

That Council approve making the temporary all-way stop at Cygnus Street and Flagstaff Drive permanent, including establishing one crosswalk on the east side of Cygnus Street on Flagstaff Drive, once all legislated accessible features are in place, and:

1. **The Ward 3 Temporary Traffic Calming budget be deemed an appropriate funding source for the installation of the required accessibility features to ensure compliance with the Integrated Accessibility Standards Regulation (IASR) under the Accessibility for Ontarians with Disabilities Act, 2005 (AODA), as well as any associated signage and pavement marking costs for the permanent stop control and crosswalk;**
2. **Any use of the Ward 3 Temporary Traffic Calming Budget for this project be coordinated between the Ward Councillor and relevant city staff;**
3. **This work be undertaken as soon as practicable, following the confirmation and securing of a funding source, compliance**

with procurement requirements, and the scheduling of any necessary construction or installation activities; and,

4. **Staff be directed to review and report back to council as part of the 2027 Road Safety Action Plan refresh on options to improve traffic calming around schools, including, but not limited to, additional support for high growth wards.**

Carried

19. Bulk Consent Agenda

19.1 Audit Committee Report 16

19.1.1 Office of the Auditor General (OAG) – Budget Reallocation

File No. ACS2026-OAG-BVG-005 – City-wide

Committee Recommendation(s)

That Council approve the budget reallocation for 2 full-time employees.

Carried

19.2 Built Heritage Committee Report 30

19.2.1 Designation of the Ellis House at 2400 Bank Street under Part IV of the Ontario Heritage Act

File No. ACS2026-PDB-RHU-0023 – Gloucester-Southgate (Ward 10)

Committee Recommendation(s)

That Council:

1. **Not issue a Notice of Intention to Designate 2400 Bank Street under Part IV of the Ontario Heritage Act at this time;**
2. **Direct staff to undertake a geographic study of former Rideau Front of Gloucester Township using the themes identified in the Cultural Heritage Evaluation Report for 2400 Bank Street, attached as Document 1.**

Carried

19.2.2 Designation of 8679 Bank Street under Part IV of the Ontario Heritage Act

File No. ACS2026-PDB-RHU-0001 - Osgoode (Ward 20)

Committee Recommendation(s)

That Council issue a Notice of Intention to Designate 8679 Bank Street under Part IV of the Ontario Heritage Act according to the Statement of Cultural Heritage Value attached as Document 5.

Carried

19.2.3 Heritage Permits Issued Through Delegated Authority, 2025

File No. ACS2026-PDB-RHU-0025 - City-Wide

Committee Recommendation(s)

That Council receive the following report for information.

Received

19.3 Public Works and Infrastructure Committee Report 25

19.3.1 Large Quadricycle Pilot Program Report

File No. ACS2026-PWD-TRF-0001 - City-wide

Committee Recommendation(s)

That Council:

1. **Approve the City of Ottawa's participation in the Province of Ontario's Large Quadricycle Pilot Project under *Ontario Regulation 411/22* for the full duration of the provincial pilot project, including any extensions made by the Province, currently anticipated to extend until 2032;**
2. **Approve the proposed Large Quadricycle By-law, in the form attached as Document 1 and as outlined in this report;**

3. **Approve the Large Quadricycle Route Review Guidelines, in the form attached as Document 2 and as outlined in this report;**
4. **Delegate authority to the General Manager, Public Works, or their designate, in consultation with the relevant Ward Councillor, to:**
 - **approve, amend, or revoke route permissions and operational guidelines for large quadricycles; and**
 - **oversee and administer the City of Ottawa’s ongoing participation in the provincial pilot program**
5. **Direct staff to report back to Council at the conclusion of the pilot project on outcomes, findings, and recommendations.**

Carried

19.4 City Clerk – Summary of Oral and Written Public Submissions

19.4.1 Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of March 11, 2026

File No. ACS2026-OCC-CCS-0038 - City-wide

Report Recommendation(s)

That Council approve the Summaries of Oral and Written Public Submissions for items considered at the City Council Meeting of March 11, 2026, that are subject to the ‘Explanation Requirements’ being the *Planning Act*, subsections 17(23.1), 22(6.7), 34(10.10) and 34(18.1), as applicable, as described in this report and attached as Documents 1-4.

Carried

20. In Camera Items

Council resolved in camera at 2:47 pm.

In Camera Session

In Council (Open Session)

Council resumed in open session at 4:32 pm.

Upon resuming in open session, Mayor Sutcliffe advised that Council just met in camera pursuant to the Procedure By-law (By-law No. 2025-100), as follows:

- Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose, with respect to the Light Rail Transit (LRT) Legal Updates.

During the closed session, no votes were taken other than procedural motions and/or directions to staff.

Motion No. **2026-77-10**

Moved by M. Luloff

Seconded by J. Leiper

BE IT RESOLVED that City Council resolve in camera pursuant to Procedure By-law 2025-100, Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose, with respect to the Light Rail Transit (LRT) Legal Updates.

Carried

20.1 Light Rail Transit (LRT) Legal Updates

To be considered in camera pursuant to Procedure By-law (By-law No. 2025-100), Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

As the content of the in camera update contains information pertaining to the legal aspects of the subject matter, the material falls within the exception contemplated by Subsections 13(1)(e) and (f) of

City Council's Procedure By-Law. As such, this matter will not be reported out.

21. Disposition of Items Approved by Committees under Delegated Authority

That Council receive the list of items approved by its Committees under Delegated Authority, attached as Document 1.

Received

22. Motion to Adopt Reports

Motion No. **2026-77-11**

Moved by M. Luloff

Seconded by J. Leiper

That the Agriculture and Rural Affairs Committee Report 34, Audit Committee Report 16, Built Heritage Committee Report 30, Emergency Preparedness and Protective Services Committee Report 22, Finance and Corporate Services Committee Report 35, Joint Planning and Housing and Community Services Committee Report 1, Planning and Housing Committee Report 62, Public Works and Infrastructure Committee Report 25, and the report from the City Clerk entitled "Summary of Oral and Written Public Submissions for Items Subject to the Planning Act 'Explanation Requirements' at the City Council Meeting of March 11, 2026" be received and adopted as amended.

Carried

23. Motions of Which Notice Has Been Previously Given

Motion No. **2026-77-12**

Moved by C. Kitts

Seconded by D. Brown

WHEREAS the motions of which notice has been previously given currently listed on the agenda as items 23.1 and 23.2 were moved by Councillor Kelly on March 11, 2026; and,

WHEREAS Councillor Kelly has sent his regrets for the Council meeting of April 8, 2026,

THEREFORE BE IT RESOLVED that the motions listed as items 23.1, “Public-Facing Organizational Chart and Staff Directory,” and 23.2, “Service Standards for Councillors’ Responses,” be deferred to the next regular meeting of Council, currently scheduled for April 22, 2026.

Carried

23.1 Public-Facing Organizational Chart and Staff Directory

Note: The Kelly/Curry Motion of which Notice was previously given at the March 11, 2026, City Council meeting was replaced with the following revised motion pursuant to Subsection 59(5) of the Procedure By-law.

Moved by C. Kelly

Seconded by C. Curry

WHEREAS Members of Council are elected by residents to represent them at the City of Ottawa, and residents expect transparency, accessibility, and accountability from their municipal government;

WHEREAS residents, community organizations, and stakeholders regularly seek to understand how the City of Ottawa is structured and which branches or officials are responsible for specific programs and services; and

WHEREAS the absence of a clear, public-facing organizational chart and staff directory can create barriers to service access, delay issue resolution, and increase reliance on Councillors’ Offices as intermediaries; and

WHEREAS providing general organizational information and appropriate contact points does not replace existing service channels such as 3-1-1, but instead helps residents better understand how municipal services are organized;

WHEREAS many large Canadian municipalities maintain public-facing organizational charts and staff directories as a best practice in transparency and customer service, including but not limited to the Cities of Toronto, Vancouver, Calgary, Edmonton, and Hamilton; and

WHEREAS providing high-level organizational information and appropriate staff contact details can improve service efficiency, reduce misdirected inquiries, and enhance public trust in municipal administration;

THEREFORE BE IT RESOLVED that staff be directed to establish and maintain a public-facing City of Ottawa organizational chart, accessible through the City's website, that clearly identifies departments, service areas, and senior management reporting relationships; and

BE IT FURTHER RESOLVED that staff be directed to establish and maintain a public-facing staff directory, with appropriate cybersecurity and privacy protections, that includes information such as:

- a. names and titles of senior leadership and key branch contacts;**
- b. departmental or functional contact information (email and/or phone); and**
- c. clear descriptions of areas of responsibility to assist the public in directing inquiries appropriately; and**

BE IT FURTHER RESOLVED that the public-facing organizational chart and staff directory be designed to be easily navigable, regularly updated, and written in plain language; and

BE IT FURTHER RESOLVED that staff ensure that any exclusions or limitations in the directory are clearly explained and are based on operational, privacy, or safety/security considerations; and

BE IT FURTHER RESOLVED that staff report back to Council within ninety (90) days of adoption of this motion with the proposed scope and format of the public-facing organizational chart and staff directory which should include consideration of the following elements:

- a. the names and titles of senior leadership, directors, managers, and key branch contacts;**
- b. departmental or functional contact information (email and/or phone); and**
- c. clear descriptions of areas of responsibility to assist the public in directing inquiries appropriately; and**
- d. examples of comparable practices from other municipalities; and**

- e. **implications associated with implementing the organizational chart and directory.**

23.2 Service Standards for Councillors' Responses

Note: The Kelly/Kitts Motion of which Notice was previously given at the March 11, 2026, City Council meeting was replaced with the following revised motion pursuant to Subsection 59(5) of the Procedure By-law.

Moved by C. Kelly

Seconded by C. Kitts

WHEREAS Members of Council are elected by residents to represent them at the City of Ottawa, and residents expect that when they reach out to their elected officials they will receive timely and respectful responses; and

WHEREAS Members of Council rely on timely, accurate, and complete information from City staff in order to respond to residents, address time-sensitive constituency matters, and make informed decisions; and

WHEREAS clear and consistent internal service standards support accountability, transparency, and effective collaboration between Members of Council and City staff;

THEREFORE BE IT RESOLVED that the City Manager establish and implement a corporate service standard for responses to requests from Members of Council and Councillors' Offices ("Councillor Office Requests"), applicable across all departments and supported by a standardized tracking mechanism; and

BE IT FURTHER RESOLVED that the service standard should include consideration of the following elements:

1. **Scope and Definitions**
 Define "Councillor Office Request," and clarify that the service standard does not replace formal Council or Committee reports, statutory timelines, or legislated processes. Definitions shall include when the response timeline begins ("clock start"), as well as definitions for "Acknowledgement," "Interim Update," and "Substantive Response."
2. **Acknowledgement Timeline**
 Staff shall provide an acknowledgement within one (1)

Business Day of receipt of a request, including the assigned staff lead, a tracking reference number, and a target date for the substantive response or first interim update. Each department shall identify a designated alternate contact to ensure acknowledgements are issued during staff absences. BE IT FURTHER RESOLVED that the service standard should include consideration of the following:

- 3. Substantive Response Timeline – Routine Requests**
For routine requests, staff shall provide a substantive response within five (5) Business Days of receipt.
- 4. Complex Requests**
Where a request requires coordination across departments, research, or additional analysis, staff shall provide an interim update within five (5) Business Days outlining the work required and providing an estimated response date. A substantive response should normally be provided within twenty (20) Business Days, unless extended in accordance with this service standard.
- 5. Missed Timelines**
If staff cannot meet a prescribed timeline, they must provide an update prior to the deadline outlining the reason for the delay, work completed to date, a revised target date, and the timing of the next update.
- 6. Urgent Matters**
The service standard shall include a mechanism for addressing urgent requests, including direct contact with the respective General Manager and/or the City Manager.
- 7. Escalation Process**
The service standard shall include a clear escalation pathway for overdue responses through departmental management levels up to and including the City Manager's Office.
- 8. Tracking and Reporting**
The City shall implement a standardized tracking mechanism for Councillor Office Requests and provide the option for automated standard reports for each Ward Councillor which could include metrics such as request volume and on-time response metrics by department.

BE IT FURTHER RESOLVED that the City Manager report back to Council with the recommended service standard and implementation details within one hundred and twenty (120) days of adoption of this motion.

23.3 I ♥ (Love) Barrhaven Market 2026

Motion No. **2026-77-13**

Moved by W. Lo

Seconded by D. Hill

WHEREAS the I ♥ (Love) Barrhaven Market is a semi-annual event organised by the Ottawa Farmers' Market in partnership with Locally Crafted Markets and the Barrhaven Business Improvement Area (BIA), promoting the usual local farmers plus guest artisan and business vendors; and

WHEREAS the market is scheduled for Sunday 14 June 2026 from 10:00 am to 2:00 pm at the Nepean Woods Park and Ride; and

WHEREAS vendors require two hours before and after the market for set up and tear down; and

WHEREAS the market has steadily grown in popularity, becoming one of Barrhaven's central and most-looked-forward-to regular events and increasing pressure on parking availability at the park and ride; and

WHEREAS potential additional guest vendor space was identified on the bus-only ramp connecting eastbound buses from Nepean Woods Station with eastbound Strandherd Drive, adjacent to the parking lot; and

WHEREAS within the proposed closure timeframe, trips on routes 70, 74, and 99 will need to be placed on a minor detour which adds 60 to 90 seconds to trip time, with no impact to bus stops, no modifications to stop assignments at Nepean Woods Station, and no impact to the turnaround loop for route 80; and

THEREFORE BE IT RESOLVED that Council approve the closure of the bus-only ramp from Nepean Woods Station to Strandherd Drive on Sunday 14 June 2026 from 8:00 am to 4:00 pm for the I ♥ (Love) Barrhaven Market, and

BE IT FURTHER RESOLVED that the cost of pylons to demarcate the closed areas and an accessible temporary curb ramp be covered by the event organisers.

Carried

24. Motions Requiring Suspension of the Rules of Procedure

24.1 Motion to authorize purchase of piece of “Mother Elm”

Motion No. **2026-77-14**

Moved by T. Kavanagh

Seconded by G. Gower

That the Rules of Procedure be suspended to consider the following motion as the invoice is due April 10th.

WHEREAS construction of Ottawa’s Light Rail Transit (LRT) system required the removal of many mature trees within existing transportation and park corridors, including within the Byron Linear Park; and

WHEREAS the tree known as Mother Elm, located in the Byron Linear Park, held significant ecological, historical, and community value for residents of the surrounding neighbourhoods; and

WHEREAS portions of the Mother Elm have been preserved and made available for reclamation and reuse; and

WHEREAS residents of the area would like these preserved pieces to be placed in the community to honour the legacy of the Mother Elm, support sustainable practices, and create a meaningful, shared community asset; and

WHEREAS under the Council Expense Policy, purchasing and donating a material asset to a City-funded service is deemed ineligible barring a resolution from Council;

THEREFORE BE IT RESOLVED that City Council approve payment for the piece of Mother Elm to be refinished and crafted into a functional piece of furniture using the Councillor’s Constituency Services Budget for the purpose of donating the piece; and

BE IT FURTHER RESOLVED that the finished piece of furniture be donated for shared community use, in a publicly accessible location,

as a means of commemorating the Mother Elm and fostering community connection.

Carried

25. Notices of Motion (for Consideration at Subsequent Meeting)

25.1 Municipal Food Strategy

Moved by M. Carr

Seconded by C. Kitts

WHEREAS the City of Ottawa does not currently have in place an embedded municipal food strategy that incorporates elements that promote a local food system;

WHEREAS the majority of Canadian Cities have in place such a strategy, including Vancouver, Victoria, Calgary, Edmonton, Guelph, Halifax, Toronto, Montreal, and Winnipeg.

WHEREAS the City of Ottawa has some initiatives underway that could contribute to such a strategy including a Food Waste Reduction Strategy and a Poverty Reduction Strategy, and Council has advanced additional initiatives including the Community Garden Action Plan motion (Kitts/Carr) and the Food Security Motion (Carr/Kitts) that advanced a comprehensive advocacy framework to tackle food insecurity at its roots;

WHEREAS a strategic objective in the Council Strategic Plan is that the effects of poverty and food insecurity are reduced through work with Community Partners

THEREFORE BE IT RESOLVED that City staff report back to Council by the end of Q2 2027 on the feasibility of developing a Municipal Food Strategy that would cover the following streams: food ACCESS; food waste; food production and food distribution and be City-wide in scope. The feasibility report would include information on what a potential strategy would entail, including resources, and would include existing programs as well as examining improvements in all streams, for example establishing food hubs and city-owned grocery stores to improve food access; and increasing incentives for urban agriculture and promotion of local food businesses.

25.2 Commemorative Naming – Claude Bennett Park

Moved by M. Carr

Seconded by S. Desroches

WHEREAS on July 10, 2024, City Council approved the Commemorative Naming Policy; and

WHEREAS in keeping with its powers set out in the Municipal Act, 2001, Council may assign a commemorative name by resolution, notwithstanding the provisions included in the Commemorative Naming Policy; and

WHEREAS Claude Bennett (1936 – 2020) was a Canadian politician, civic leader and dedicated volunteer who was born and raised in Ottawa; and

WHEREAS Claude Bennett was elected to Ottawa City Council in 1960 and served as Alderman for Capital Ward until 1972; and

WHEREAS Claude Bennett was Senior Controller of the Ottawa Board of Control from 1970 to 1972 and, in such capacity, served as Acting (Deputy) Mayor of Ottawa, was elected to Provincial Parliament in 1971 and served as MPP for Ottawa South until 1987; and

WHEREAS Claude Bennett was asked by the Premier of Ontario to serve in Ontario's Parliamentary Cabinet as Minister without Portfolio, Minister of Industry & Tourism, Minister of Municipal Affairs & Housing and Chairman of Cabinet; and

WHEREAS Claude Bennett served the citizens of Ottawa and Canada in leadership positions at Canada Mortgage & Housing Corporation, the Ottawa International Airport Authority, the Ottawa Transition Board and the Royal Canadian Mint; and

WHEREAS Claude Bennett was a director of the Central Canada Exhibition Association (CCEA) for over 30 years starting in 1965 and served as President of the CCEA from 1994 to 1996; and

WHEREAS Claude Bennett promoted amateur and professional sports through his involvement with the Commonwealth Games Association and Foundation of Canada, Ottawa Sooners Junior Football Club, Ottawa Sports Hall of Fame, Nepean Canadian Sports

Club, Ottawa 67's Hockey Club, London Knights Hockey Club and Ottawa Lynx Baseball Club; and

WHEREAS Claude Bennett also supported numerous other institutions in leading volunteer or advisory roles, including the University of Ottawa Heart Institute, Canada Safety Council, Children's Hospital of Eastern Ontario, Ottawa Boys & Girls Club, Boy Scouts Foundation of Canada, Glebe Centre, St. Patrick's Home and Ashbury College; and

WHEREAS the Claude Bennett family wish to cover the cost of the production and installation of a park sign;

THEREFORE BE IT RESOLVED that the park currently known as Faircrest Heights Park, located at 550 Smyth Road, be renamed "Claude Bennett Park"; and

BE IT FURTHER RESOLVED that an appropriate stand and plaque be installed displaying the name and including a brief history of Claude Bennett's contributions to his community; and

BE IT FURTHER RESOLVED that all costs related to the production and installation of the stand, plaque and subsequent event will be funded through the Mayor's Office - Thriving Communities capital account; and

BE IT FURTHER RESOLVED that all costs related to production and installation of the park sign be funded by the Claude Bennett Family; and

BE IT FURTHER RESOLVED that all text for signage and commemorative plaques shall be bilingual and subject to approval by the General Manager of Recreation, Cultural and Facility Services.

25.3 Installation of Secure Delivery Lockers at City Facilities

Moved by S. Plante

Seconded by M. Carr

WHEREAS porch pirate are an increasing issue throughout the city, and in Ward 12 especially, where many residents do shift work and cannot access traditional shopping during regular hours; and

WHEREAS many porch pirates are following delivery trucks to steal packages shortly after they are dropped off; and

WHEREAS there is a lack of delivery lockers where people can access their packages safely and in a secure location; and

WHEREAS companies such as Amazon have offered to install lockers for free and cover an attendant cost; and

WHEREAS private businesses approached to host delivery lockers have declined, citing concerns over lost parking spaces, the cost of the disposal of packaging, and insurance concerns; and

WHEREAS the City owns facilities that could potentially host outdoor secure delivery lockers that would help reduce the incidence of porch piracy;

THEREFORE BE IT RESOLVED that the Recreation, Cultural and Facilities Services (RCFS) Department be directed to work with Supply Services to issue a Request for Expressions of Interest (RFEOI), no later than Q2 2026, to determine if there are delivery/warehouse companies interested in installing, at their cost, secure outdoor delivery lockers on City property, and subject to fair market value compensation to the City; and

BE IT FURTHER RESOLVED that should such an interest be identified as part of the RFEOI, that the General Manager of RCFS work with Supply Services and interested proponents to identify viable locations for the installation of outdoor secure lockers with safe access on a pilot project basis, including but not limited to possible options at the Richelieu-Vanier Community Centre; and

BE IT FURTHER RESOLVED that staff report back to City Council on the results of the pilot project no later than Q3 2027, with a recommendation regarding a possible citywide expansion of the project for the installation of secure delivery lockers at other City facilities.

25.4 National Youth Week

Moved by R. King

Seconded by L. Johnson

WHEREAS recreation enhances the well-being of individuals, families, neighbourhoods, and communities, and the City of Ottawa is committed to offering high-quality programs and leisure opportunities that support residents in leading healthy, active lives

and contribute to making our city an exceptional place to live, work, and play; and

WHEREAS youth voices help shape our civic, social, and environmental future, and it is essential that we create spaces to empower young people to contribute meaningfully; and

WHEREAS inclusive and equitable access to recreation fosters positive youth development, social justice, and community belonging; and

WHEREAS National Youth Week celebrates the importance of recreation and parks in supporting youth growth, and highlights the meaningful contributions youth make to building stronger, more vibrant communities; and

WHEREAS National Youth Week is celebrated across Canada for over a decade recognizing the first week of May as Youth Week; and

WHEREAS local organizations including Youth Ottawa, the Youth Services Bureau of Ottawa, YNRA, BGC, and Uniting for Children and Youth have demonstrated strong support for the recognition and celebration of National Youth Week in Ottawa; and

WHEREAS the City of Ottawa's previous proclamation of National Youth Week led to a range of activities, events, and sports initiatives that promoted and encouraged youth participation and engagement across the city;

THEREFORE BE IT RESOLVED that the City of Ottawa, in recognition of the vital role youth play in shaping our community and the importance of recreation in supporting youth development, hereby proclaims May 1 to May 7, 2026 as National Youth Week.

25.5 Swimmable Cities Charter

Moved by T. Kavanagh

Seconded by M. Sutcliffe

WHEREAS the City of Ottawa is home to significant waterways, including the Ottawa River, Rideau River, and Rideau Canal, which are central to the city's natural heritage, recreation, and quality of life; and

WHEREAS access to clean, safe, and healthy waterways supports public health, climate resilience, biodiversity, and community well-being; and

WHEREAS swimmable urban waterways contribute to a livable, inclusive, and healthy city by supporting physical and mental well-being, strengthening community connection, and enhancing recreation, tourism, and cultural expression tied to Ottawa's natural and built heritage, aligning with multiple Term of Council priorities; and

WHEREAS advancing safe, accessible, and ecologically healthy waterways requires integrated planning, long-term investment, and collaboration with Indigenous communities, residents, and partners to balance environmental, social, cultural, and economic values while improving water quality and public access over time; and

WHEREAS the City of Ottawa offers a wide range of swimming programs, and is committed to ensuring swim lessons are affordable and accessible for children and adults to safely enjoy the City's public pools and natural swimming areas; and

WHEREAS Swimmable Cities is a global initiative with 236 diverse signatory organizations across over 115 cities and 37 countries (including 17 municipalities) dedicated to advancing safe, accessible, and ecologically healthy urban waterways; and

WHEREAS becoming a signatory to the Swimmable Cities Charter would demonstrate the City of Ottawa's commitment to protecting waterways, enhancing public access, and supporting long-term environmental stewardship in partnership with Indigenous communities, residents, and stakeholders;

THEREFORE BE IT RESOLVED THAT: City Council endorse the principles of the Swimmable Cities Charter and the Mayor be authorized to sign the Charter on behalf of the City of Ottawa; and,

BE IT FURTHER RESOLVED THAT staff be directed to incorporate the Charter's principles, where appropriate and within existing authority, into ongoing and future work related to natural systems, climate resiliency, waterfront planning, and the planning and delivery of municipal recreation services, including sanctioned beaches and public swimming areas; and

BE IT FURTHER RESOLVED THAT staff be directed to engage with the National Capital Commission, la Ville de Gatineau, and other municipalities to explore options for adopting the Charter's principles across the National Capital Region and the Ottawa River Catchment.

25.6 Counter-radicalization Programming

Moved by D. Hill

Seconded by R. Brockington

BE IT RESOLVED That staff include counter-radicalization programming in the community safety and wellbeing plan.

26. Motion to Introduce By-laws

26.1 Three Readings

Motion No. **2026-77-15**

Moved by M. Luloff

Seconded by J. Leiper

That the by-laws listed on the Agenda under Motion to Introduce By-laws, Three Readings, be read and passed.

2026-113 A by-law of the City of Ottawa to designate 300 Rochester Street to be of cultural heritage value or interest.

2026-114 A by-law of the City of Ottawa to designate certain lands at rue Antonio Farley Street on Plan 4M-1710 as being exempt from Part Lot Control.

2026-115 A by-law of the City of Ottawa to authorize the imposition of special charges on 27 Rockwood St (the "benefitting property").

2026-116 A by-law of the City of Ottawa to authorize the imposition of special charges on 60 Hamilton Ave N (the "benefitting property").

2026-117 A by-law of the City of Ottawa to authorize the imposition of special charges on 68 Upper Lorne Pl (the "benefitting property").

2026-118 A by-law of the City of Ottawa to authorize the imposition of special charges on 122 Royal Elm Private (the "benefitting property").

2026-119 A by-law of the City of Ottawa to authorize the imposition of special charges on 303 Berrigan Dr (the "benefitting property").

2026-120 A by-law of the City of Ottawa to authorize the imposition of 0% interest special charges on 1100 - 1240 Orléans Blvd (the "benefitting property").

2026-121 A by-law of the City of Ottawa to authorize the imposition of

4.33% interest special charges on 1100 - 1240 Orléans Blvd (the "benefitting property").

2026-122 A by-law of the City of Ottawa to amend By-law No. 2017-180 respecting the appointment of Municipal Law Enforcement Officers in accordance with private property parking enforcement.

2026-123 A by-law of the City of Ottawa to amend By-law No. 2001-17 to appoint certain Inspectors, Property Standards Officers and Municipal Law Enforcement Officers in the Building Code Services of the Department of Planning, Development, and Building Services.

2026-124 A by-law of the City of Ottawa to amend the West Downtown Core Secondary Plan within Volume 2A of the Official Plan for the City of Ottawa to increase maximum building heights to lands known municipally as 951 Gladstone Avenue and 145 Loretta Avenue North.

2026-125 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 951 Gladstone Avenue and 145 Loretta Avenue North.

2026-126 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 1055 Cedar Creek Drive and 33A Salamander Way.

2026-127 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 2950 and 2956 Harbison Road.

2026-128 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 130 and 136 Central Park Drive.

2026-129 A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to introduce policies relating to Inclusionary Zoning.

2026-130 A by-law of the City of Ottawa to amend By-law No. 2008-250 to implement Inclusionary Zoning.

2026-131 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 951 Gladstone Avenue and 145 Loretta Avenue North.

2026-132 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 1055 Cedar Creek Drive and 33A Salamander Way.

2026-133 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 2950 and 2956 Harbison Road.

2026-134 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 130 and 136 Central

Park Drive.

2026-135 A by-law of the City of Ottawa to amend By-law No. 2026-50 to amend Urban Exceptions 1571, 2491, and 3096 to fix anomalies and make minor corrections.

2026-136 A by-law of the City of Ottawa to amend By-law No. 2026-50 to implement Inclusionary Zoning.

2026-137 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 15 and 17 Des Oblats Avenue

2026-138 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 15 and 17 Des Oblats Avenue.

2026-139 A by-law of the City of Ottawa to regulate pedestrian and vehicular access to private property within City highways, and to repeal By-law No. 2003-447.

2026-140 A by-law of the City of Ottawa to amend By-law No. 2003-446 being a by-law of the City of Ottawa to regulate encroachments on City highways.

2026-141 A by-law of the City of Ottawa to amend By-law No. 2003-445 being a by-law of the City of Ottawa to regulate road activity on City highways.

2026-142 A by-law of the City of Ottawa to amend By-law No. 2003-498 being a by-law of the City of Ottawa to regulate the use and care of roads.

2026-143 A by-law of the City of Ottawa to amend By-law No. 2014-220 respecting the fees for building applications and permits, and to repeal By-law No. 2025-18.

2026-144 A by-law of the City of Ottawa to amend fees and charges in the Building Code Services Branch for agency letters and to repeal By-law 2025-20.

2026-145 A by-law of the City of Ottawa to amend By-law 2003-69, respecting fees for compliance reports in the Building Code Services Branch, and to repeal By-law 2025-23.

2026-146 A by-law of the City of Ottawa to amend By-law No. 2014-78 respecting the naming of private roads and highways and the numbering of buildings and lots and to repeal By-law No. 2025-19.

2026-147 A by-law of the City of Ottawa to amend By-law No. 2012-402 to address fees relating to the prohibition, inspection and remediation of buildings used for marijuana grow operations and to repeal By-law 2025-14.

2026-148 A by-law of the City of Ottawa to amend By-law No. 2013-39

respecting fees for enclosures for privately-owned outdoor pools and to repeal By-law 2025-22.

2026-149 A by-law of the City of Ottawa to amend By-law 2016-326 respecting fees for permanent signs on private property and to repeal By-law 2025-21.

2026-150 A by-law of the City of Ottawa to amend By-law No. 2003-237 respecting the banning of consumer fireworks from being discharged under certain circumstances.

2026-151 A by-law of the City of Ottawa to amend By-law No. 2006-273 to appoint certain Municipal Law Enforcement Officers.

2026-152 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 1515 Earl Armstrong Road.

2026-153 A by-law of the City of Ottawa to amend By-law No. 2026-50 to change the zoning of lands known municipally as 1515 Earl Armstrong Road.

Carried

27. Confirmation By-law

Motion No. **2026-77-16**

Moved by M. Luloff

Seconded by J. Leiper

That the following by-law be read and passed:

To confirm the proceedings of the Council meeting of April 8, 2026.

Carried

28. Inquiries

28.1 OCC-2026-07 - Roadway Modification Approval (RMA) process

Submitted by Councillor R. King

To support more informed, consistent, and transparent decision-making through the Roadway Modification Approval (RMA) process, particularly in established communities where multiple transportation changes and policy objectives are intersecting.

I am seeking clarification on its application, how it aligns with broader City policies, and opportunities for improvement.

1. Can staff provide the criteria currently used to determine whether roadway elements, such as sidewalks, are included, not recommended or removed through the RMA process?
 1. Can staff outline how factors such as connectivity to schools and transit, pedestrian demand, and network gaps are considered, if at all, including any weighting or prioritization applied?
2. How are RMA decisions aligned with the City's broader policy framework, including the Transportation Master Plan (TMP), Official Plan (OP), and Infrastructure Master Plan (IMP)?
 1. Where these plans identify priorities related to active transportation, connectivity, and complete communities, how are those priorities considered in project-level RMA decisions?
 2. Where there is a disconnect between project-level recommendations and broader policy objectives, how is that addressed?
3. Can staff comment on the feasibility of introducing an updated or standardized decision-making framework within the RMA process that:
 1. Aligns with TMP, OP, and IMP priorities;
 2. Improves consistency and transparency; and
 3. Supports clearer justification for when roadway elements are included, excluded, or deferred?
4. What level of analysis is required to support staff recommendations for final project design and RMA decisions?
 1. Where supporting studies do not assess local or neighbourhood-level impacts, how is this addressed within project review?
5. Can staff clarify the role of community and Ward Councillor input within the RMA process and final project design decisions?
 1. How is this input reviewed, documented, and incorporated into staff recommendations?

2. Is there a defined approach for how such input is weighed relative to technical analysis and policy considerations?
3. Under what circumstances can community or Councillor input result in changes to recommended roadway elements (e.g., inclusion, removal, or deferral)?
4. Can staff provide examples where such input has resulted in a change to the recommended design or scope?
6. Can staff clarify what considerations fall outside the scope of the RMA process (e.g., broader network connectivity, cumulative impacts, or future planned transportation changes?)
 1. Where such considerations are relevant to a project, how are they currently addressed outside of the RMA process, if at all?
 2. If the process were to be updated, can staff comment on whether and how considerations such as connectivity and future transportation needs could be more explicitly incorporated?
7. How do project timelines and construction constraints influence RMA decisions?
 1. What flexibility currently exists to refine, defer, or stage specific roadway elements without delaying the overall project?
 2. Can staff identify opportunities to introduce greater flexibility within the RMA process to allow for more complete analysis or alignment with broader planning, where needed?

29. Adjournment

The meeting adjourned at 4:52 pm.

Motion No. **2026-77-17**

Moved by M. Luloff

Seconded by J. Leiper

That the proceedings of the City Council meeting of April 8, 2026, be adjourned.

Carried

City Clerk

Mayor