

Appendix 1 - Overview of Motions and Directions

JOINT AGRICULTURE AND RURAL AFFAIRS AND PLANNING AND HOUSING COMMITTEE MEETING – MARCH 31, 2025

Re: Minimum Parking Ratios in Rural Villages
Moved by: Councillor Brown

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

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

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

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

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

- This motion directs staff to implement Option 2 regarding minimum parking rates in Villages (Issue 1 in [Document 3](#) of the staff report) in the final draft (Draft 3) of the new Zoning By-law to be released in September 2025. Option 2 requires a minimum of one parking space per dwelling unit in Village Residential Zones V1, V2 and V3. This option would exempt retirement homes, rooming houses, and residential care facilities from these minimum parking requirements.
- This motion impacts [Section 601](#) and [Sections 1312-1314](#) of the Draft 2 Zoning By-law provisions.

Re: Provisions for “communal parking lots” in Neighborhood Zones
Moved by: Councillor Johnson

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

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

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

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

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

- This motion directs staff to develop a transect-based approach for implementing new communal parking provisions (Issue 5 in [Document 3](#) of the report), to be included in the final draft (Draft 3) of the new Zoning By-law to be released in September 2025. Communal parking is intended to assist with parking management for infill development in established neighbourhoods, especially where alternate transportation options are less accessible.
- The communal parking provisions are presented in [Section 801](#) of the Draft 2 Zoning By-law.

Re: Building Heights – Mainstreet Corridor – Option 4
Moved by: Councillor Gower

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

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

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

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

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

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

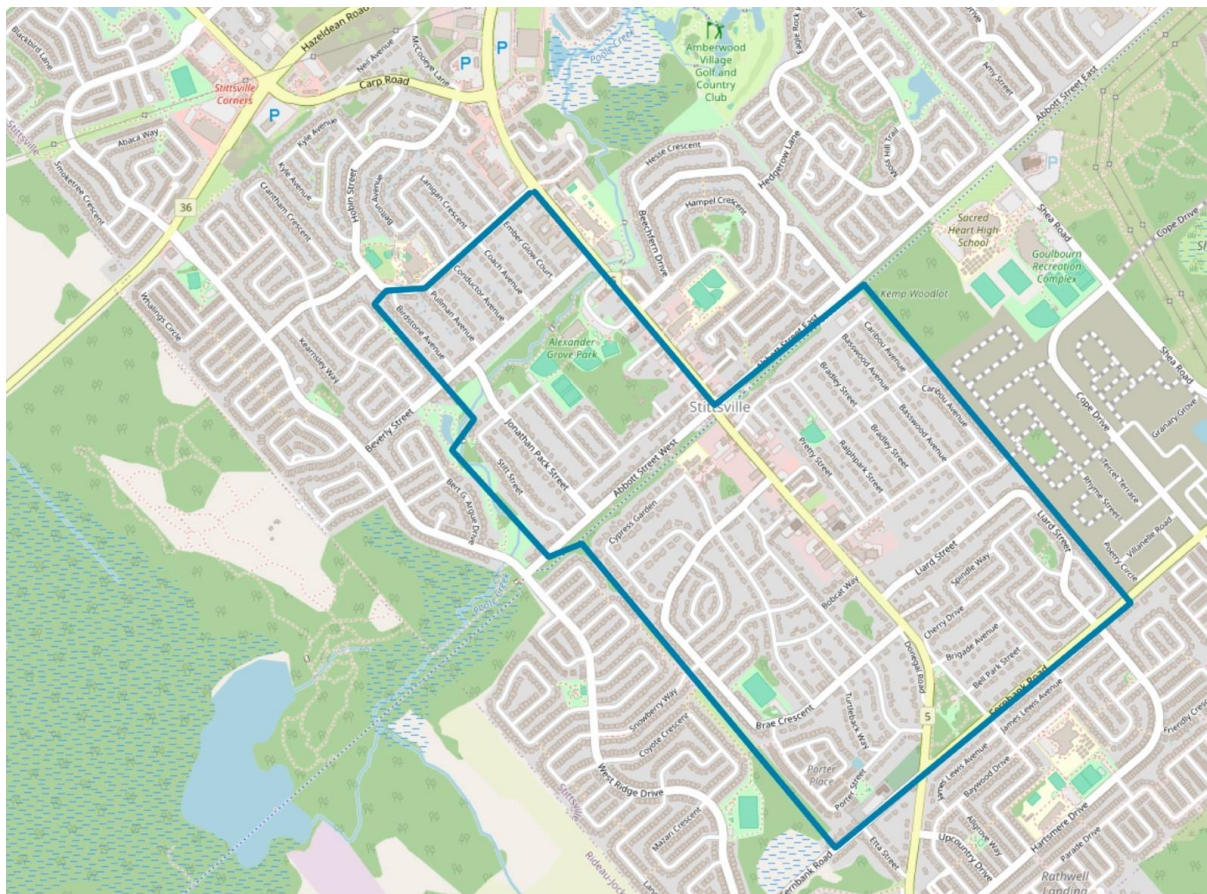
- This motion instructs staff to develop and consult on an additional Option 4 regarding the proposed building height transition strategy for high-rise buildings on Mainstreet Corridors abutting low-rise residential zones (Issue 4 in [Document 3](#) of the report). In Draft 2, staff proposed a maximum height of 90 metres, or approximately 27 storeys. The new Option 4 would present lower maximum permitted heights as-of-right in the Suburban Transect, based on distance from rapid transit facilities. Staff will develop Option 4 and consult on this option this spring.
- This motion relates to the height transition provisions in [Sections 904 and 905](#) of Draft 2 of the new Zoning By-law.

Re: Stittsville Zoning change N1E to N1D
Direction from: Councillor Gower

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

- This motion directs staff to review the zoning for an area of Stittsville currently zoned N1E – Neighbourhood Zone 1 Subzone E. The map below shows the area in Stittsville proposed to be reviewed, and potentially change the proposed subzone from N1E to N1D. This zoning change would not increase the height or density permitted on these lots, but the minimum lot width, minimum setbacks, and maximum building width would change.
- More information on this change can be found in [Section 801](#), specifically Table 801B.

Attachment 1



Re: Heritage Conservation District Designation - Beaverbrook
Direction from: Councillor Curry

A Heritage Conservation District Feasibility Assessment is underway for the Beaverbrook neighbourhood. The recommendations of the Feasibility Assessment are expected to be brought to the Built Heritage Committee and Council in Q3 2025. That staff be directed to consider the recommendations of the Heritage Conservation District Feasibility Assessment for Beaverbrook as part of preparing the final version of the new Zoning By-law.

- This motion directs staff to consider the outcome of the ongoing Heritage Conservation District Feasibility Assessment for Beaverbrook and update any relevant sections of the final draft (Draft 3) of the new Zoning By-law.

Re: Communal Parking areas to incorporate permeable surface materials

Direction from: Councillor Kavanagh

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

- This motion directs staff to examine the feasibility of requiring permeable surface materials for new front yard parking and communal parking areas to assist with stormwater management and tree retention. Currently, the type of material for parking areas is not regulated beyond the requirement for a stable dust-preventable surface in the Downtown Core, Inner Urban, Outer Urban and Suburban Transects and a surface that is usable in all seasons in the Rural Transect.
- This motions relates to provisions in [Section 604](#) and [Section 801](#) of Draft 2 of the new Zoning By-law.

CITY COUNCIL MEETING – APRIL 16, 2025

Re: Additional Option 3 that removes the N4(H)11 designation, and maintains language from Option 2

Moved by: Councillor D. Hill

Seconded by: Councillor C. Kitts

WHEREAS the City of Ottawa became the first city in Canada to declare a housing crisis in 2020; and

WHEREAS this City Council in 2022 pledged to facilitate the construction of 151,000 quality market homes by 2031; and

WHEREAS the City of Ottawa in 2023 committed to facilitating the construction of 37,500 new homes by end of 2026 to meet the terms of the City's Housing Accelerator Fund agreement.

WHEREAS the first Draft of the Zoning Bylaw introduced the N4 zone as the densest of the low-rise Neighbourhood zones, with a maximum building height of 14.5 metres or four storeys;

WHEREAS the second Draft of the Zoning Bylaw introduces a new N4 H(11) designation which exempts selected neighborhoods from the standard N4 maximum building height of four stories; and

WHEREAS the majority of N4 zones in the Inner Urban and Outer Urban transects would be designated N4 H(11) in contrast to the original four-storey intent of N4 zones;

WHEREAS that Issue 3, as contained in Document 3, includes the following as option 2:

- Where located in an R4 zone that currently has a maximum 11 metre height limit, maintain the maximum building heights as they exist today.
- Where located in an R4 zone that currently permits 12 or fewer units in the Inner Urban, Outer Urban, or Suburban Transects, and located outside the Evolving Neighbourhood Overlay, change the zone from N4 to N3.
- Reduce the maximum density in the N3 zone to align with current permissions in the R4 zones (220 units per hectare and a maximum of 10 units in a building)."

THEREFORE BE IT RESOLVED that Issue 3, as contained in Document 3, be amended to include an additional Option 3 that removes the first bullet pertaining to the N4(H)11 designation, and maintains the following language from Option 2 as follows:

"Option 3 proposes the following:

- Where located in an R4 zone that currently permits 12 or fewer units in the Inner Urban, Outer Urban, or Suburban Transects, and located outside the Evolving Neighbourhood Overlay, change the zone from N4 to N3.

- Reduce the maximum density in the N3 zone to align with current permissions in the R4 zones (220 units per hectare and a maximum of 10 units in a building).”

BE IT FURTHER RESOLVED that staff consult on Option 3 as part of the Draft 2 consultation on Issue 3 and report back to Council as part of the Draft 3 report.

- This motion directs staff to develop and consult on an additional Option 3 that differs from Option 2 in terms of the maximum building heights permitted in the N4 – Neighbourhood 4 zone (Issue 3 in [Document 3](#) of the report).
- Some R4 subzones *in the current Zoning By-law* limit maximum building height to 11 metres (three storeys).
- In Draft 1 of the new Zoning By-law, all R4 zones were converted to N4 and given a maximum height of 14.5 metres (four storeys).
- In Draft 2, a height suffix (N4 H(11)) was introduced to limit building heights to 11 metres in areas where R4 zones in the current Zoning By-law have a maximum height of 11 metres.
- The new Option 3 removes the staff proposal to limit building heights to 11 metres (three storeys) in N4 zones, and would reinstate the maximum height of 14.5 metres or four storeys.
- This motion relates to provisions in and [Section 801](#) of Draft 2 of the new Zoning By-law.

Re: Height permissions for N1 and N2 zones to 11 metres in all urban boundary transects

Moved by: Councillor Hill

Seconded by: Councillor Kitts

WHEREAS the City of Ottawa became the first city in Canada to declare a housing crisis in 2020; and

WHEREAS this City Council in 2022 pledged to facilitate the construction of 151,000 quality market homes by 2031; and

WHEREAS the City of Ottawa in 2023 committed to facilitating the construction of 37,500 new homes by end of 2026 to meet the terms of the City's Housing Accelerator Fund agreement.

WHEREAS Draft 2 of the Zoning Bylaw proposes a maximum building height of 11 metres or three storeys for the Suburban transect; and

WHEREAS Draft 2 proposes a lower height maximum of 8.5 metres or two storeys in all other transects, including the Inner and Outer Urban transects; and

WHEREAS the Official Plan indicates that the Downtown, Inner Urban, Outer Urban and Suburban transects should all "generally permit three storeys..."; and

WHEREAS the Downtown transect has no N1 or N2 zones; and

WHEREAS Draft 2 proposes an unequal distribution of permitted N1 or N2 building heights across various transects which may have the unintended consequence of limiting potential housing supply; and

THEREFORE BE IT RESOLVED that, in preparing Draft 3 of the new Zoning By-law, staff be directed to consult on an Option 4 with respect to Issue 2 in Supporting Document 3 of the report; and

BE IT FURTHER RESOLVED that Option 4 read as follows:

Set height permissions for N1 and N2 zones to 11 metres in all urban boundary transects without retaining existing height suffixes for lower building height, except where specific heights are specified in secondary plans.

BE IT FURTHER RESOLVED that staff be directed to consult with industry and residents to determine what building height changes with respect to low rise housing could be considered in draft 3 that would have the most substantial impact on enabling housing development and more effectively addressing the housing crisis.

- This motion directs staff to develop and consult on an additional Option 4 regarding maximum building heights in Neighbourhood 1 – N1 and Neighbourhood 2 – N2 zones (Issue 2 in [Document 3](#) of the report).
- In the current Zoning By-law, many Residential First Density – R1 and Residential Second Density – R2 subzones located in the Suburban Transect currently allow building heights up to 11 metres.

- Draft 1 sets a maximum building height of 8.5 metres, which resulted in a loss of development rights in the Suburban Transect. Draft 2 provides an option to increase maximum heights to 11 metres in the Suburban Transect while retaining 8.5 metre maximum building heights in N1 and N2 zones in all other transects.
- This motion adds a new Option 4 that would increase maximum building height to 11 metres in N1 and N2 zones in all transects, AND, directs staff to remove all height suffixes in N1 and N2 zones that limit building heights to less than 11 metres, except where lower heights are specified in secondary plans.
- This motion relates to provisions in and [Section 801](#) of Draft 2 of the new Zoning By-law.

Re: Option 5 - 30 storey as-of-right max. building height and transition option
Direction from: Councillor Hill

That staff be directed in preparing Draft 3 of the new Zoning By-law to consult on an Option 5 with respect to Document 3, Issue 4 (Building Height Transition Framework) that sets a thirty storey as-of-right maximum building height and consults to develop a transition area that is less than 30 metres for any towers next to any abutting low-rise residential areas as an option for Council to consider.

- This direction instructs staff to develop and consult on an Option 5 regarding the proposed building height transition strategy for high-rise buildings on Mainstreet Corridors abutting low-rise residential zones (Issue 4 in [Document 3](#) of the report).
- In Draft 2, staff proposed permitting a maximum height of 90 metres, or approximately 27 storeys for a high-rise building, at a distance of 30 metres from a lot line abutting a low-rise Neighbourhood Zone.
- The new Option 5 would permit a 30-storey high-rise building and reduce the distance from a lot line shared with a low-rise Neighbourhood Zone to a distance that is less than 30 metres.
- This motion relates to the height transition provisions in [Sections 902, 904 and 905](#) of Draft 2 of the new Zoning By-law.

Re: Parking in Rural Villages

Direction from: Councillor D. Brown

THEREFORE BE IT RESOLVED THAT staff be directed to:

1. Evaluate the impact of introducing a minimum parking space rate that is higher than one space per dwelling unit for lots on municipal services in ground-oriented subdivision developments in Rural Villages; and
2. Assess City requirements for Traffic Impact Assessment studies, Planning Rationales and Parking Plans regarding consideration of on-street parking and the amount of parking that is provided as part of the development, including consideration of safety, winter maintenance and street access; and
3. Consider communal parking solutions for new development in Rural Villages after the new Zoning By-law is in full force and effect; and
4. Consider a residential on-street parking permit program for Rural Villages; and
5. Explore additional upzoning opportunities in Rural Villages, including increases to maximum building heights in Village Mixed Use Zones for mixed use buildings.

- This motion directs staff to consider parking solutions in Rural Villages, such as communal parking and residential on-street parking permit programs, which are currently only contemplated in urban areas of the city.
- The direction also asks staff to explore maximum building heights for mixed-use buildings in Village Mixed-Use Zone.
- This motion relates to [Section 601](#) and [Section 1311](#) of Draft 2 of the new Zoning By-law.

CITY COUNCIL MEETING MINUTES

APRIL 16, 2025

17. Joint Planning and Housing Committee and Agriculture and Rural Affairs
Committee Report 4

17.1 New Zoning By-law – Draft 2

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

Direction to Staff (Councillor D. Hill)

That staff be directed in preparing Draft 3 of the new Zoning By-law to consult on an Option 5 with respect to Document 3, Issue 4 (Building Height Transition Framework) that sets a thirty storey as-of-right maximum building height and consults to develop a transition area that is less than 30 metres for any towers next to any abutting low-rise residential areas as an option for Council to consider.

Committee Recommendation(s) as amended

That Council :

1. **Receive the second draft of the new Zoning Bylaw and Zoning Map for public consultation purposes;**
2. **Direct, with respect to Issue 4, as contained in Document 3, that staff consider and consult on a new Option 4 which limits the maximum 'as-of-right' height for high-rise buildings along Mainstreet Corridors in the Suburban Transect based on distance from a rapid transit station;**
3. **Direct that staff review the communal parking provisions in Draft 2 and develop a transect-based approach to permitting privately-operated "communal parking lots" and consider car-sharing as part of the provisions, to be included in Draft 3 of the new Zoning By-law;**

4. Direct that staff return to Joint Committee for Draft 3 with revisions to the draft Zoning By-law that incorporate Option 2 with respect to Issue 1, as contained on page 1 of Supporting Document 3, mandating a minimum of one parking space per dwelling unit in Rural Residential zones (V1, V2 and V3); and
5. Approve that, despite the above resolution (NO 4), retirement homes, rooming houses and residential care facilities be exempt from minimum parking requirements.

Carried as amended

Motion No. **2025-56-xx**

Moved by D. Hill

Seconded by C. Kitts

WHEREAS the City of Ottawa became the first city in Canada to declare a housing crisis in 2020; and

WHEREAS this City Council in 2022 pledged to facilitate the construction of 151,000 quality market homes by 2031; and

WHEREAS the City of Ottawa in 2023 committed to facilitating the construction of 37,500 new homes by end of 2026 to meet the terms of the City's Housing Accelerator Fund agreement.

WHEREAS the first Draft of the Zoning Bylaw introduced the N4 zone as the densest of the low-rise Neighbourhood zones, with a maximum building height of 14.5 metres or four storeys;

WHEREAS the second Draft of the Zoning Bylaw introduces a new N4 H(11) designation which exempts selected neighborhoods from the standard N4 maximum building height of four stories; and

WHEREAS the majority of N4 zones in the Inner Urban and Outer Urban transects would be designated N4 H(11) in contrast to the original four-storey intent of N4 zones;

WHEREAS that Issue 3, as contained in Document 3, includes the following as option 2:

- **Where located in an R4 zone that currently has a maximum 11 metre height limit, maintain the maximum building heights as they exist today.**

- Where located in an R4 zone that currently permits 12 or fewer units in the Inner Urban, Outer Urban, or Suburban Transects, and located outside the Evolving Neighbourhood Overlay, change the zone from N4 to N3.
- Reduce the maximum density in the N3 zone to align with current permissions in the R4 zones (220 units per hectare and a maximum of 10 units in a building)."

THEREFORE BE IT RESOLVED that Issue 3, as contained in Document 3, be amended to include an additional Option 3 that removes the first bullet pertaining to the N4(H)11 designation, and maintains the following language from Option 2 as follows:
"Option 3 proposes the following:

- Where located in an R4 zone that currently permits 12 or fewer units in the Inner Urban, Outer Urban, or Suburban Transects, and located outside the Evolving Neighbourhood Overlay, change the zone from N4 to N3.
- Reduce the maximum density in the N3 zone to align with current permissions in the R4 zones (220 units per hectare and a maximum of 10 units in a building)."

BE IT FURTHER RESOLVED that staff consult on Option 3 as part of the Draft 2 consultation on Issue 3 and report back to Council as part of the Draft 3 report.

Carried

Motion No. **2025-56-xx**

Moved by D. Hill

Seconded by C. Kitts

WHEREAS the City of Ottawa became the first city in Canada to declare a housing crisis in 2020; and

WHEREAS this City Council in 2022 pledged to facilitate the construction of 151,000 quality market homes by 2031; and

WHEREAS the City of Ottawa in 2023 committed to facilitating the construction of 37,500 new homes by end of 2026 to meet the terms of the City's Housing Accelerator Fund agreement.

WHEREAS Draft 2 of the Zoning Bylaw proposes a maximum building height of 11 metres or three storeys for the Suburban transect; and

WHEREAS Draft 2 proposes a lower height maximum of 8.5 metres or two storeys in all other transects, including the Inner and Outer Urban transects; and

WHEREAS the Official Plan indicates that the Downtown, Inner Urban, Outer Urban and Suburban transects should all “generally permit three storeys...”; and

WHEREAS the Downtown transect has no N1 or N2 zones; and

WHEREAS Draft 2 proposes an unequal distribution of permitted N1 or N2 building heights across various transects which may have the unintended consequence of limiting potential housing supply; and

THEREFORE BE IT RESOLVED that, in preparing Draft 3 of the new Zoning By-law, staff be directed to consult on an Option 4 with respect to Issue 2 in Supporting Document 3 of the report; and

BE IT FURTHER RESOLVED that Option 4 read as follows:

Set height permissions for N1 and N2 zones to 11 metres in all urban boundary transects without retaining existing height suffixes for lower building height, except where specific heights are specified in secondary plans.

BE IT FURTHER RESOLVED that staff be directed to consult with industry and residents to determine what building height changes with respect to low rise housing could be considered in draft 3 that would have the most substantial impact on enabling housing development and more effectively addressing the housing crisis.

Carried

Motion No. **2025-56-xx**

Moved by D. Brown

Seconded by C. Kelly

THEREFORE BE IT RESOLVED THAT staff be directed to:

- 1. Evaluate the impact of introducing a minimum parking space rate that is higher than one space per dwelling unit for lots on**

municipal services in ground-oriented subdivision developments in Rural Villages; and

2. **Assess City requirements for Traffic Impact Assessment studies, Planning Rationales and**
3. **Parking Plans regarding consideration of on-street parking and the amount of parking that is provided as part of the development, including consideration of safety, winter maintenance and street access; and**
4. **Consider communal parking solutions for new development in Rural Villages after the new Zoning By-law is in full force and effect; and**
5. **Consider a residential on-street parking permit program for Rural Villages; and**
6. **Explore additional upzoning opportunities in Rural Villages, including increases to maximum building heights in Village Mixed Use Zones for mixed use buildings.**

This motion was severed for voting as follows:

Amendment:

Moved by D. Brown

Seconded by C. Kelly

THEREFORE BE IT RESOLVED THAT staff be directed to:

1. **Evaluate the impact of introducing a minimum parking space rate that is higher than one space per dwelling unit for lots on municipal services in ground-oriented subdivision developments in Rural Villages; and**

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

Against (10): D. Hill, G. Gower, T. Kavanagh, L. Johnson, S. Devine, J. Bradley, R. King, A. Troster, J. Leiper, and S. Menard

Carried (14 to 10)

Amendment:

Moved by D. Brown

Seconded by C. Kelly

THEREFORE BE IT RESOLVED THAT staff be directed to:

- 2. Assess City requirements for Traffic Impact Assessment studies, Planning Rationales and Parking Plans regarding consideration of on-street parking and the amount of parking that is provided as part of the development, including consideration of safety, winter maintenance and street access; and**
- 3. Consider communal parking solutions for new development in Rural Villages after the new Zoning By-law is in full force and effect; and**
- 4. Consider a residential on-street parking permit program for Rural Villages; and**
- 5. Explore additional upzoning opportunities in Rural Villages, including increases to maximum building heights in Village Mixed Use Zones for mixed use buildings.**

Carried

Motion No. **2025-56-xx**

Moved by A. Hubley

Seconded by D. Brown

WHEREAS the second draft of the New Zoning By-law continues to omit minimum parking rates in suburban transects across the City; and

WHEREAS there are many suburban communities outside of the Greenbelt which do not have access to Light Rail Transit or sufficient transit; and

WHEREAS it would be beneficial to include options for minimum parking rates in suburban communities that do not have sufficient transit, in order to allow for public feedback on the matter;

THEREFORE BE IT RESOLVED that staff include an option in Draft 3 of the New Zoning By-law to impose one (1) vehicle parking

minimums in suburban communities that do not have sufficient transit service.

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

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

Lost on a tie (12 to 12)

JOINT PLANNING AND HOUSING AND
AGRICULTURE AND RURAL AFFAIRS
COMMITTEE MEETING MINUTES

MARCH 31, 2025

1. New Zoning By-law – Draft 2

Nouveau Règlement de zonage – Version provisoire 2

Committee Recommendation(s) as amended

That Council:

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

Recommandation(s) du comité telles que modifiées

Que le Conseil :

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

For the Information of Council

The committee also approved the following directions to staff:

Direction to staff (Councillor G. Gower)

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

Direction to staff (Councillor C. Curry)

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

Direction to staff (Councillor T. Kavanagh)

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

Pour l'information du Conseil Municipal

Le comité a également approuvé les directives suivantes au personnel :

Instructions au personnel (conseiller G. Gower)

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

Instructions au personnel (conseillère C. Curry)

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

Instructions au personnel (conseillère T. Kavanagh)

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