

DRAFT Meeting Minutes – FCA General Meeting  
Wednesday, October 16, 2024  
7:00 pm  
Hosted online via Google Meet

Minutes Recorded by Leeanne Van der Burgt

	Agenda Item	Discussion	Action
1	Call to order, welcome and land acknowledgement	The meeting was called to order at 7:05 pm	
2	Approval of Agenda	There were no corrections nor additions to the Agenda Motion to approve the Agenda Motion: Warren Waters Second: Paul Johanis All in favour	Carried
3	Presentation-New Zoning By Law	The FCA is looking to prepare a submission to the City with input on Draft 1. Warren Waters explained that the outcome of the FCA hosted in workshop on September 7 resulted in varied opinions on Draft 1 of the New Zoning By-Law. The purpose of this portion of the meeting was to review the key topics and seek opinion from Members with the intent of clarifying what the official position of FCA will be to the City.  Warren Waters shared that at the September workshop, the only topic that the group unanimously agreed on was that re-zoning by itself will not support social infrastructure and livability.  Dave Coyle presented on the topic of traffic. (Appendix A)  Bob Brocklebank spoke about density calculations for transects.  The group was then divided into breakout rooms where they discussed the topics shared in advance and everyone was given opportunity to respond to the survey questions that were also circulated in advance (Appendices B and C)	
		B R E A K	
4	Approval of the Minutes of the Last General Meeting – September 19, 2024	There were no corrections requested. Motion to approve the Minutes of the September 19, 2024 General Meeting Motion: Leeanne Van der Burgt Second: Warren Waters All in favour	Carried
5	Chair's Report – Paul Johanis	The Board met on September 25. FCA was asked to comment on the City's monitoring report for the Official Plan. The FCA External Relations and Planning & Zoning Committees are working together to develop FCA's feedback on that report.	

		<p>There was discussion about the September 7 workshop on the first draft of the New Zoning By-Law. The decision to continue the conversation at this meeting was a result of that discussion.</p> <p>There was discussion about seeing clarification of the housing targets. Lynne Davidson-Fournier is working on that project.</p> <p>Phil Sweetnam spoke about community parking areas and how seeking different alternatives may reduce issues around minimum parking in new projects. There may be a motion coming forward at a future meeting for FCA to request the City make allowance for consideration of community parking areas.</p> <p>The Development Charges Background Study is now available.</p> <p>At the September General Meeting the new FCA By-Laws were passed for ONCA compliance. There were other recommendations raised at that meeting that will be referred to the Governance Committee. Alec Mazurek has volunteered to Chair this Committee.</p> <p>Since the last FCA General Meeting, the City put forward a proposed Official Plan amendment to define what could be considered minor zoning changes and delegation of authority for minor zoning changes to City staff. The FCA External Relations and Planning &amp; Zoning Committee Chairs have worked on a submission to the City on the topic opposing the draft in its current form. There is no opposition to the concept of delegating some decisions but more some of the definitions of what some minor zoning changes are. The deadline for comment was October 8 which is why the submission was sent before the General Meeting. The FCA submission was sent to the City on October 8. (Appendix D)</p>	
6	Treasurer's Report – Lorne Cutler	<p>There are currently 65 Members The bank balance is \$12, 555 There is an additional \$15,000 in a term deposit</p> <p>The Board will begin its work on the 2025 budget shortly.</p>	
7	Committee Reports and Status	<p>a. Planning &amp; Zoning There was nothing further to report</p> <p>b. Transportation – Nil</p> <p>c. External Relations Elizabeth McAllister noted that under the delegation of authority topic, a planner could decide if a group home could be put into a lot. FCA is not in support of that</p> <p>Elizabeth McAllister shared that the Committee has been working with the City to stress the importance of ensuring that the monitoring system is usable for managers and staff to align with and achieve strategic goals.</p> <p>d. Communications The Committee will meet on October 21. The Committee is welcoming new members.</p>	

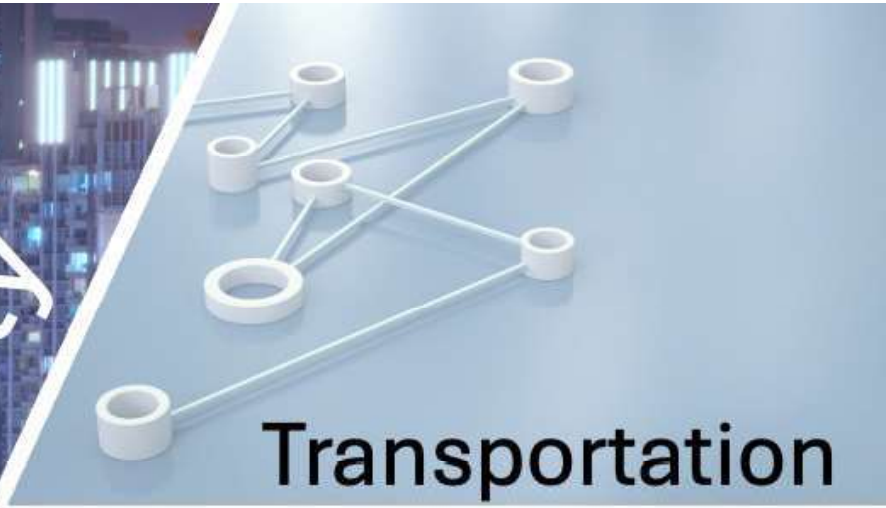
		<p>e. Governance This Committee will be convening soon. The Committee is welcoming new Members.</p> <p>f. Membership - Nil</p> <p>g. Funding - Nil</p>	
8	Working Group Reports	<p>a. Zoning There was nothing further to report</p> <p>b. Insurance This Working Group will be convened again shortly to seek the status of the CPIP.</p>	
9	Other Business	<p>Bob Brocklebank asked who from FCA will be attending the City's Rural Summit on</p> <p>Angela Keller-Herzog reported she will be attending the Rural Summit. There is a new proposal from the City for an Official Plan amendment and a Zoning Plan amendment regarding battery energy storage systems. CAFES will be creating a Working Group on the topic. Contact her for details. There will be a Hope in Action: Community Climate Action and Environmental Stewardship in Manotick on October 22. There will be an information session on October 25 on the Ottawa Backflow Valve &amp; Sump Pump Incentive Program</p> <p>Heather Mitchell requested that FCA consider becoming involved in the work of the new Night Mayor.</p>	
10	Adjournment	Motion for adjournment at 9:01 pm	

The next meeting is Wednesday, November 20, 2024

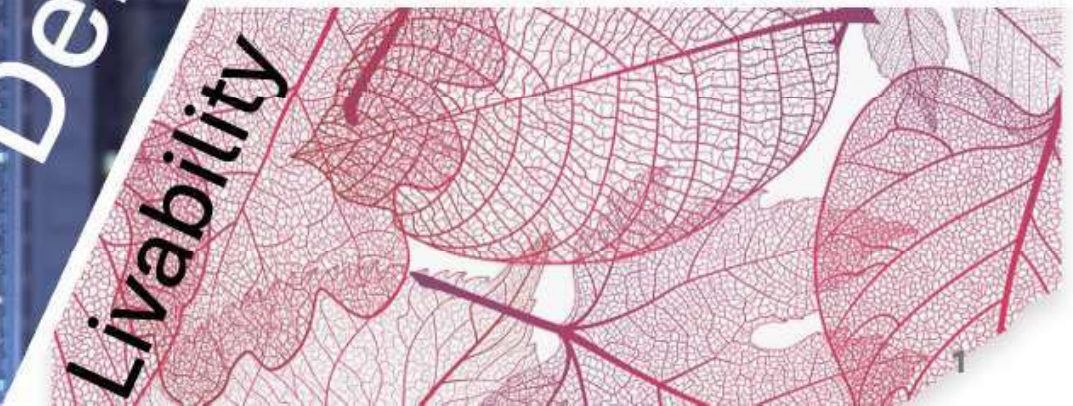
Appendix B  
Transportation



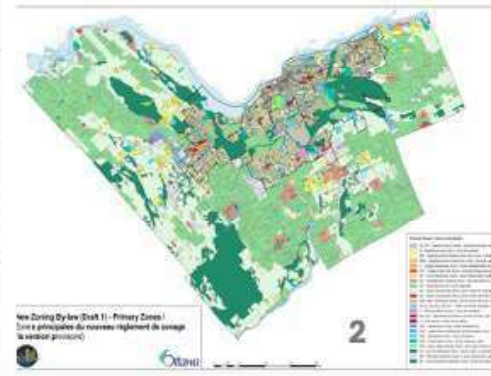
Density



Transportation



Livability



<b>%Agree</b>	<b>Question</b>
100%	12) Livability: Rezoning by itself will not bring adequate social infrastructure to support the higher density planned.
94.10%	18) Consultation Concerns: Insufficient public consultation will lead to decisions that do not reflect community needs.
76.50%	11) Traffic Congestion: Higher density will exacerbate traffic issues in certain areas.
76.50%	17) Cultural Vibrancy: Mixed-use developments will enhance community character and vibrancy.
76.50%	3) Infrastructure Efficiency: Higher density will lead to more efficient use of public services and infrastructure.
76.50%	7) Environmental Sustainability: The focus on reducing car dependency and promoting green spaces will support climate goals.
64.70%	9) Simplified Regulations: Streamlining zoning categories will reduce complexity for developers and speed development.
62.50%	15) Diverse Housing Options: Ending exclusionary zoning will support a mix of housing types, promoting inclusivity.
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58.80%	4) Infrastructure Strain: Increased density will overwhelm existing infrastructure, such as roads and public services.
52.90%	10) Walkable Neighbourhoods: New Neighbourhood Zones will encourage mixed-use developments, enhancing walkability.
52.90%	13) Housing Affordability: Increased density will not guarantee affordability and will lead to higher housing costs.
52.90%	5) Economic Growth: Easier infill development will stimulate local economies and job creation.
47.10%	1) Parking congestion: Removing parking minimums will lead to insufficient parking, affecting emergency access and daily convenience.
47.10%	14) Housing Supply: By allowing more units per lot, the rezoning will reduce housing shortages.
47.10%	2) Parking minimums: Removing parking minimums will reduce the cost of housing construction and so increase the affordability of housing.
47.10%	6) Environmental Concerns: High-density development will reduce green spaces and harm local ecosystems.
35.30%	8) Community Disruption: The end of single family zoning to allow more units per lot will reduce neighbourhood character.
17.60%	16) Social Equity: Changes will disproportionately harm low-income and vulnerable populations.
17.60%	19) Overall satisfaction with the new bylaw: The new zoning bylaw has balanced the many goals adequately.







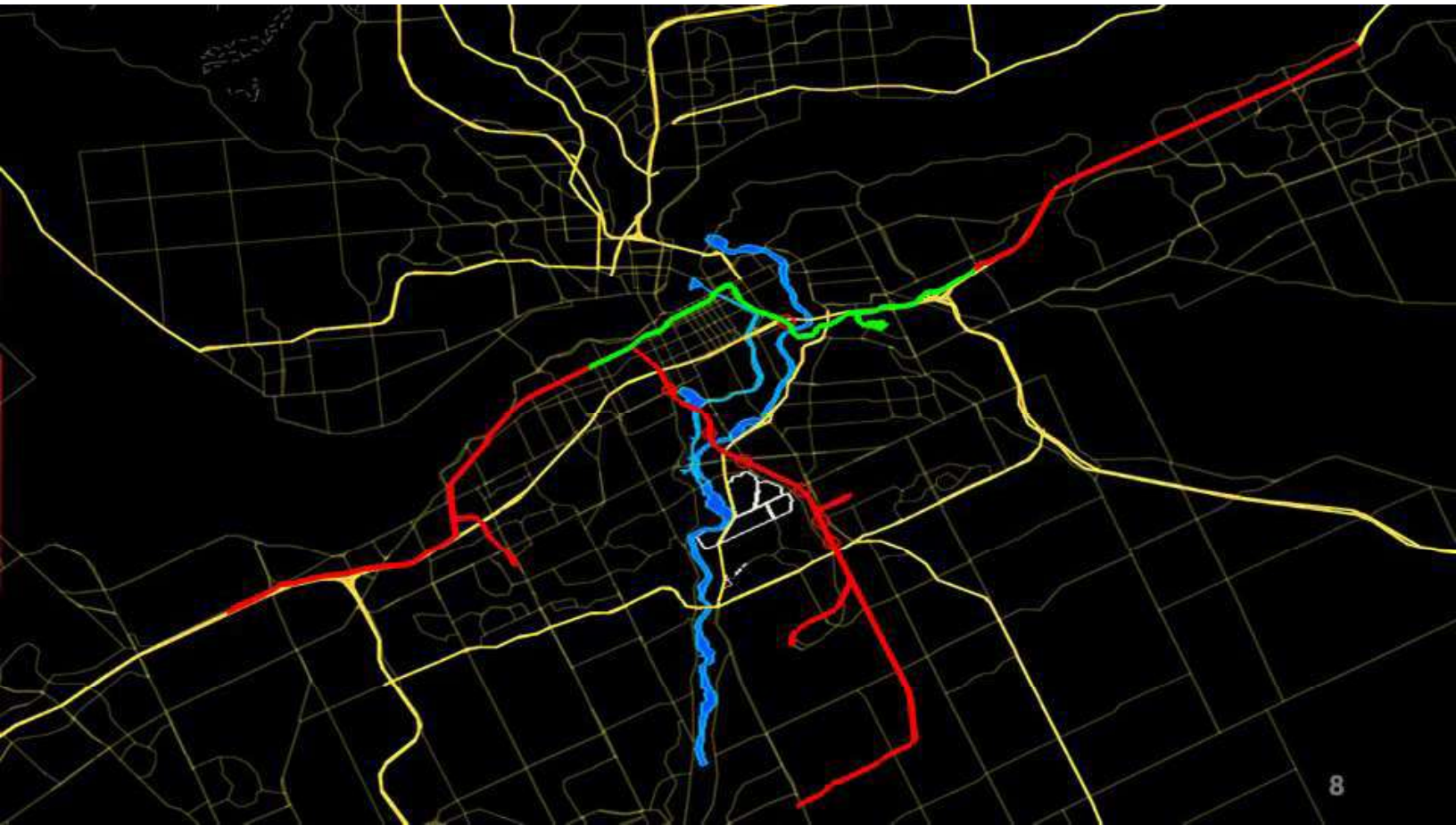


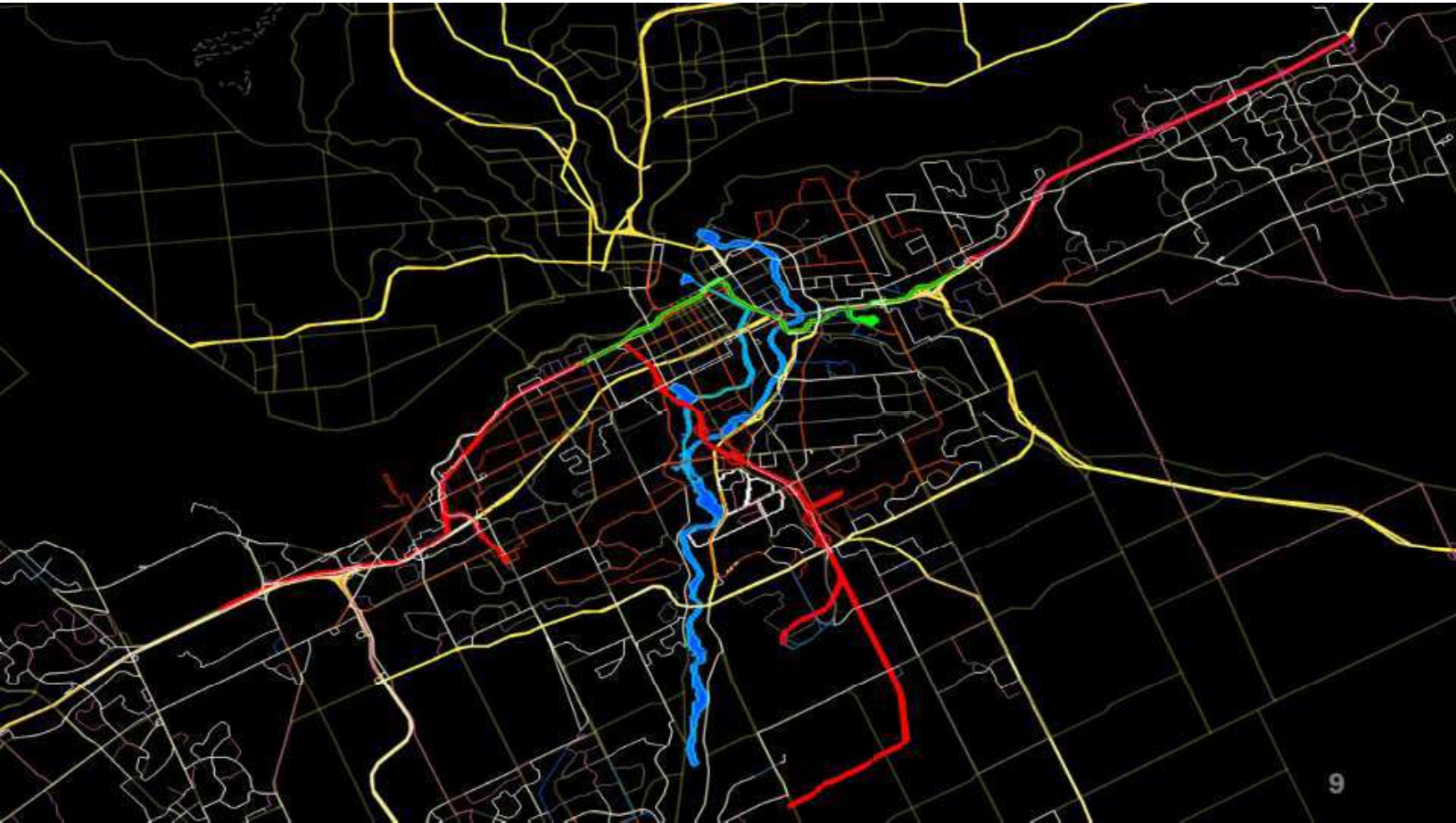


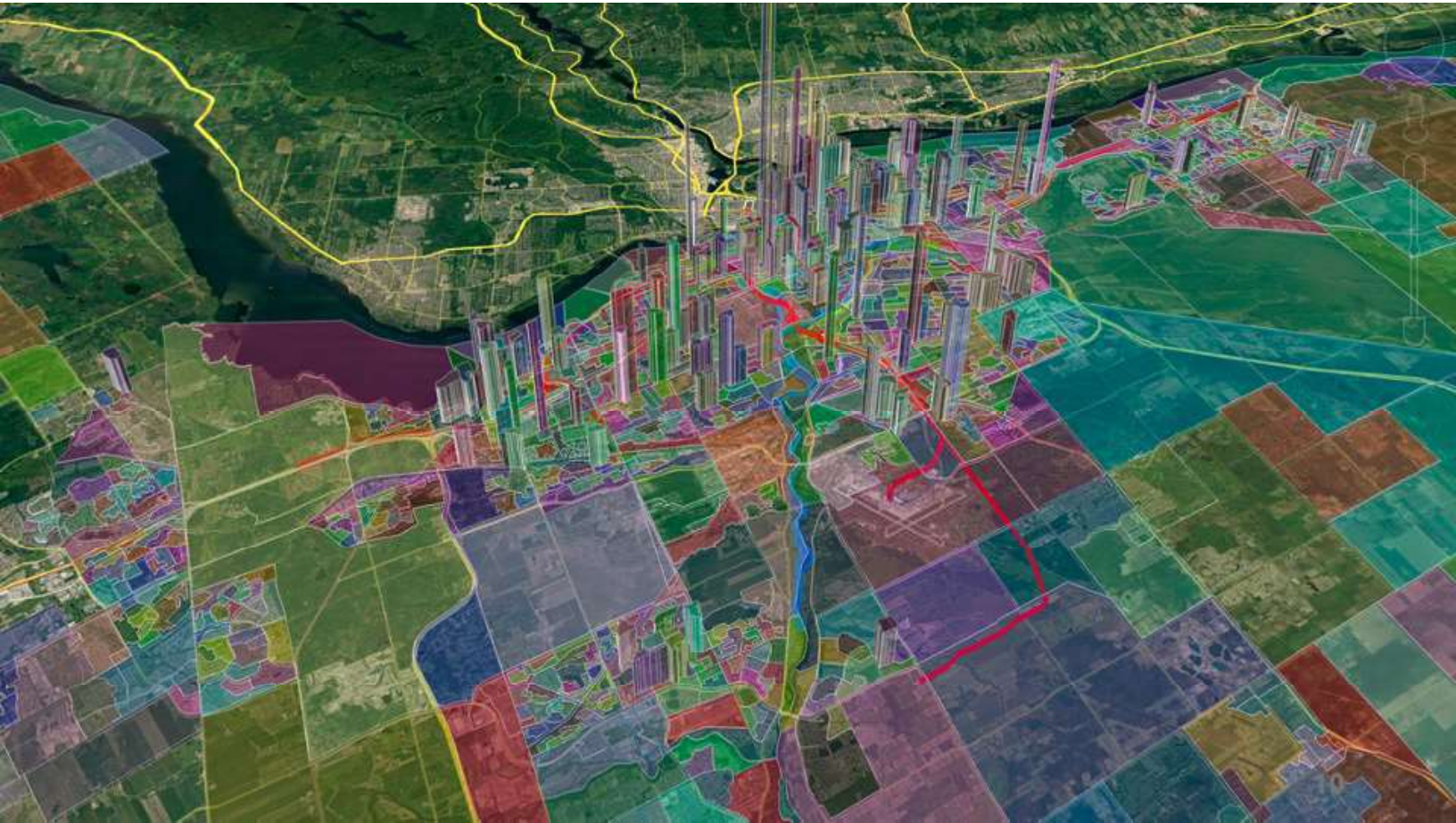
# Zoning inter-space determines track and road hardtop spaces

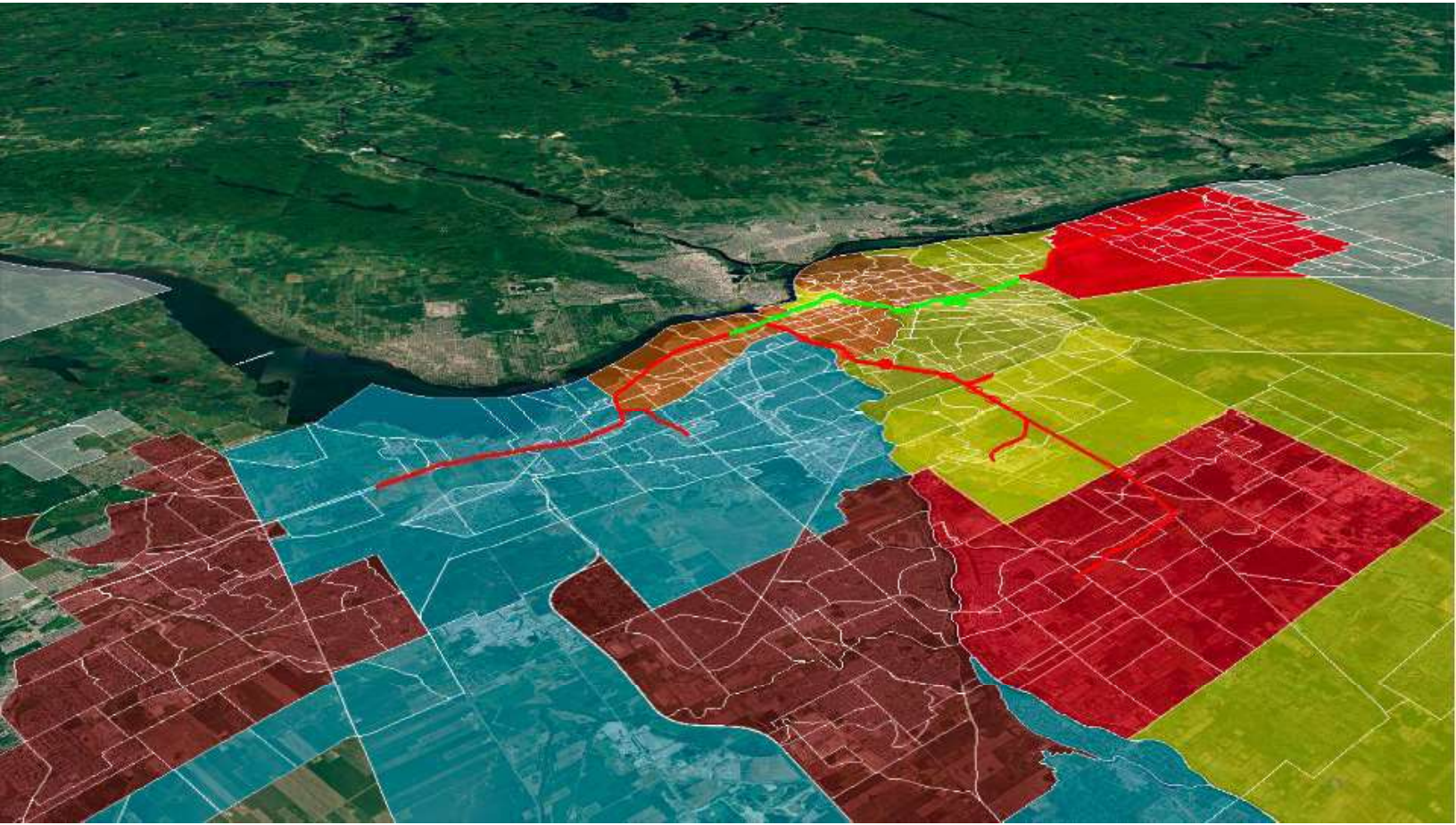
Boots, pods, car, truck, shuttle, bus, train, plane

The consumption of undisturbed land

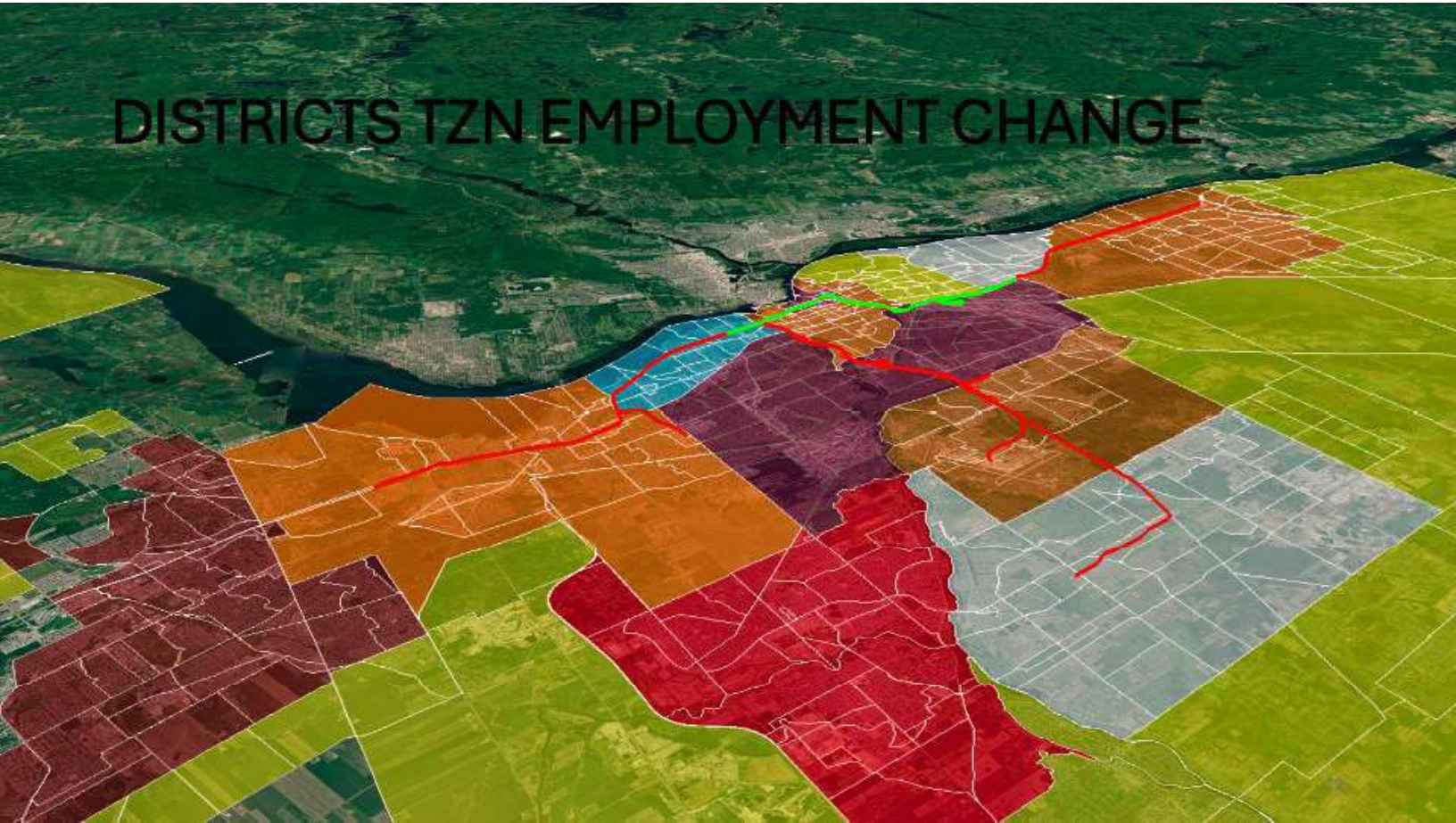






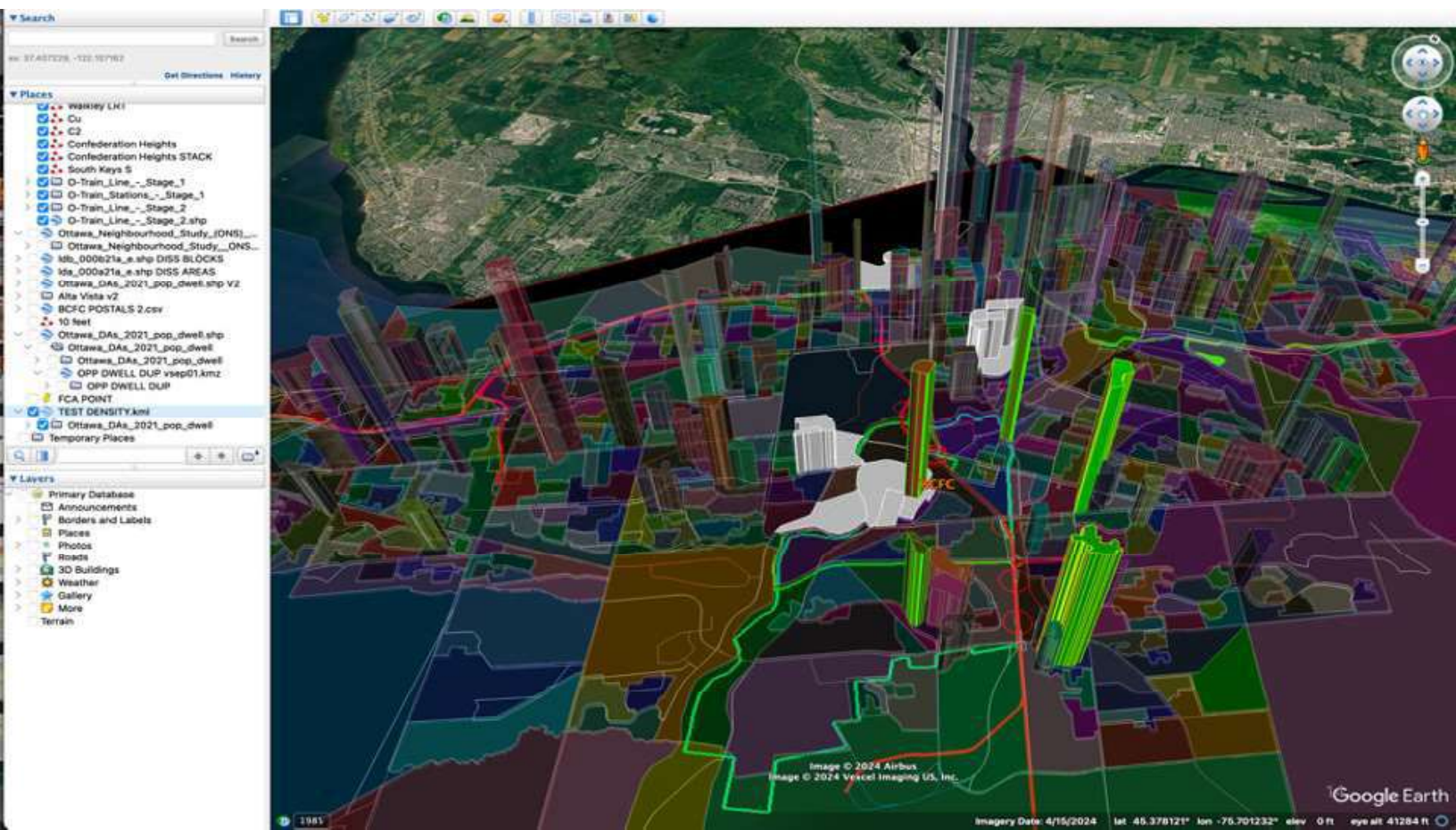


# DISTRICTS TZN EMPLOYMENT CHANGE









# Fivefold wealth whammy

- Transit under utilized
  - Increases road costs + more
  - Increases fare costs
  - Increases auto cost + more
  - increases undisturbed land costs
  - increases tax costs
- Affordability
  - Increases shelter cost
  - Increases transportation costs
  - Lost Food security
  - Lost Health security

## 1. Transit Deficit / Budget Directions

That the Draft 2025 Transit Budget be developed in consideration of the \$120 million funding deficit identified in the Fairness for Ottawa campaign and include solutions in the following areas, depending on support from other levels of government and the work of the Transit Long-Range Financial Plan Working Group:

- Funding of between \$0 and \$120 million from the federal and provincial governments
- A Transit levy increase of between 2.9 and 37 per cent
- A fare increase between 2.5 and 75 per cent
- Fare discount adjustments for consideration to be itemized as part of the tabled 2025 Draft Transit Budget
- Operating efficiencies and/ or service reductions between \$0 and \$120 million
- Identify a list of Capital investment deferrals for consideration as part of the tabled 2025 Draft Transit Budget
- Identify any other levers for consideration as part of the tabled 2025 Draft Transit Budget

## Budget – Property Tax Breakdown

For a 500K assessed home:

Transit Levy:  
- 5x \* 199\$ = 995\$ Transit

37% transit levy increase  
= 370\$ property tax increase

Overall Tax Inc:

- 37% of 199\$ = \$73 / \$1169  
= 6.3% overall prop tax inc

See below to learn your property taxes apply for every \$250,000 of assessment in 2025

	Urban Area	Rural with National Transit Service	Rural with First Transit only
Postsecondary Education	\$143	\$153	\$153
Community-Related Programs	\$87	\$87	\$87
Concession Authorities	\$7	\$7	\$7
Police & Fire Services	\$189	\$80	\$14
Police	\$143	\$143	\$143
Capital Planning	\$136	\$136	\$136
Roads & Traffic	\$89	\$89	\$89
Fire	\$80	\$40	\$40
Recreation/Culture	\$74	\$74	\$74
Program Support	\$74	\$74	\$74
Library	\$24	\$24	\$24
Planning/Community Dev/Government	\$18	\$18	\$18
Parade	\$12	\$12	\$12
Waste Diversion	\$15	\$15	\$15
<b>Total</b>	<b>\$1,089</b>	<b>\$899</b>	<b>\$1,169</b>



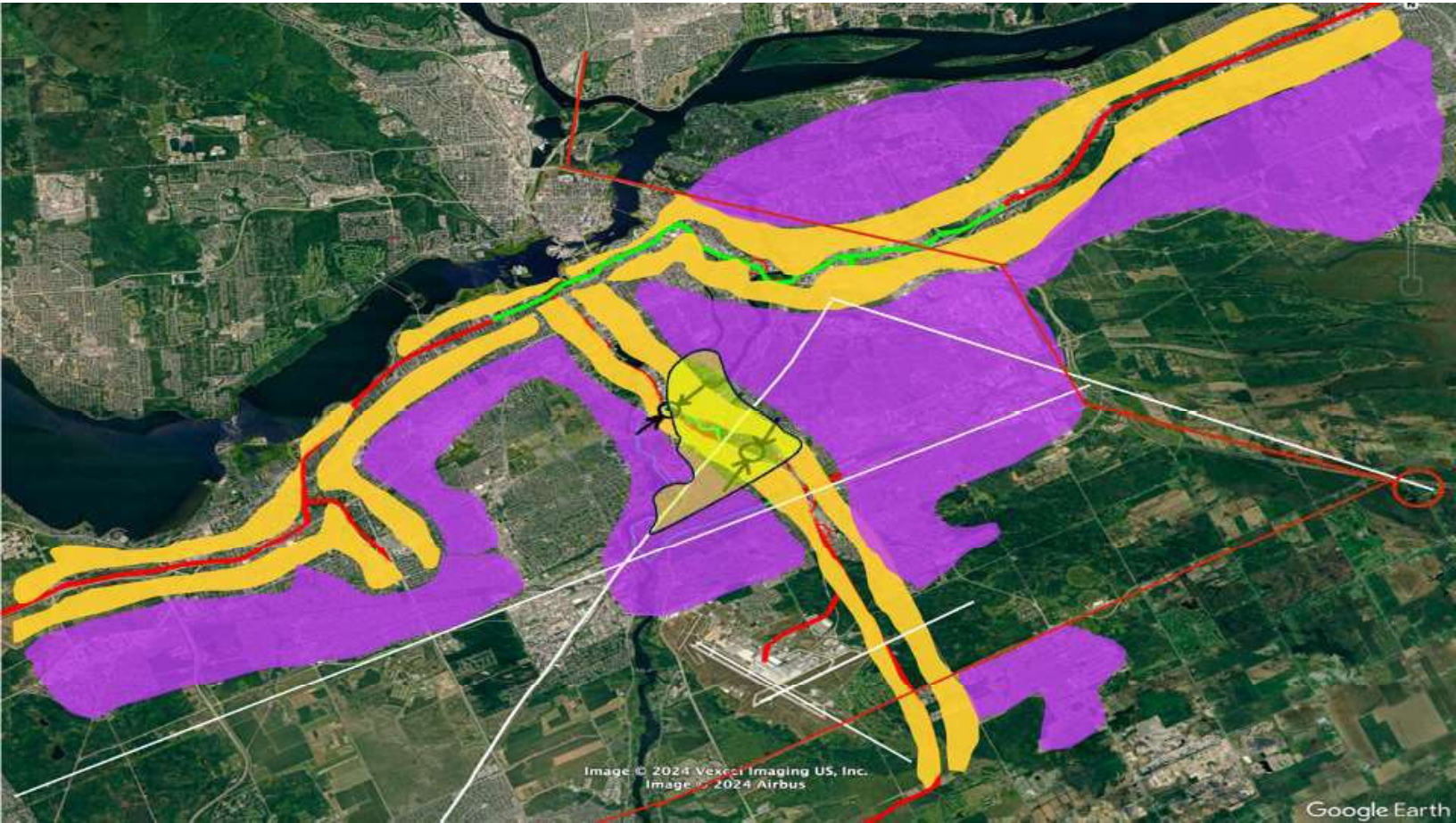
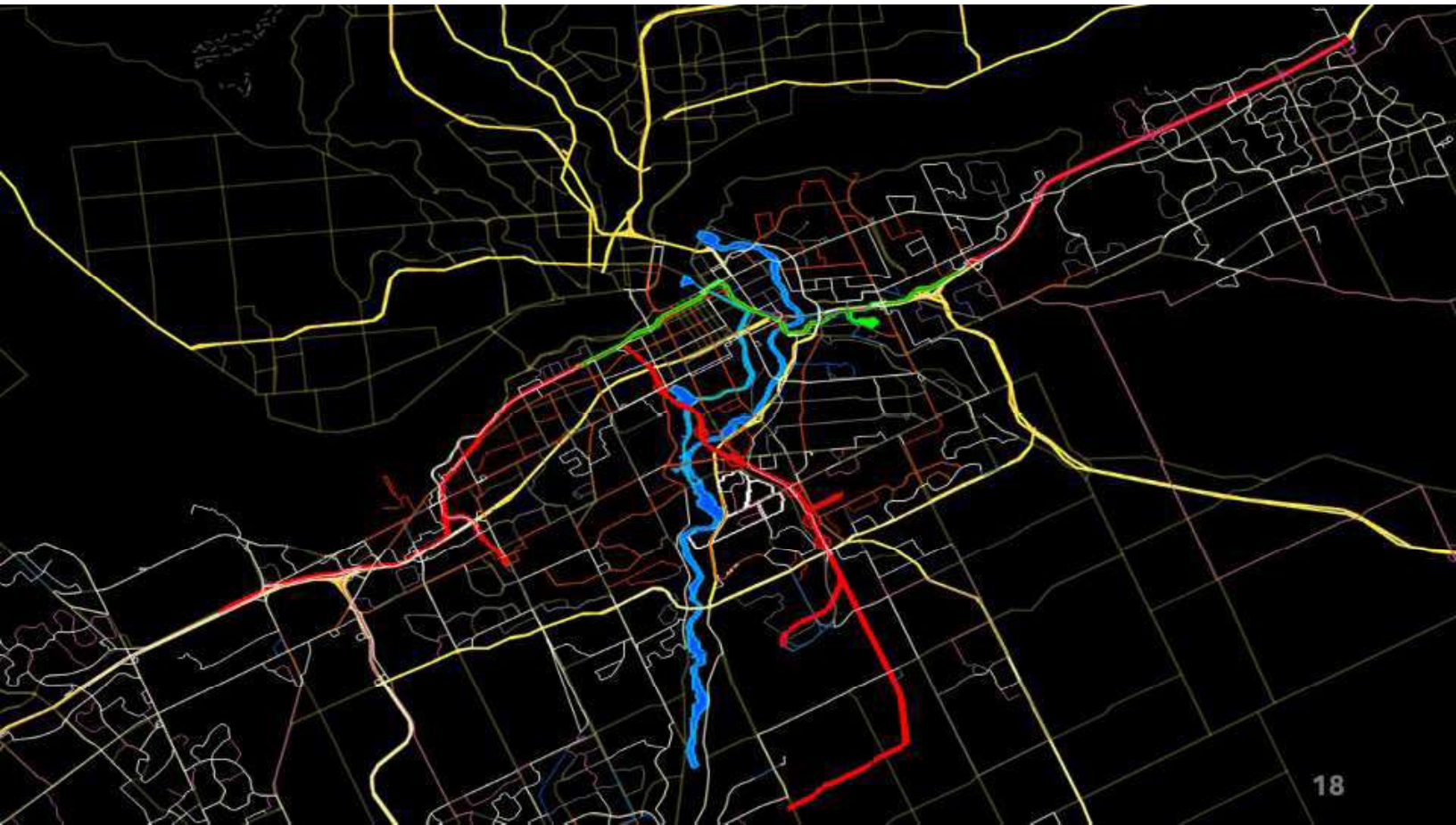
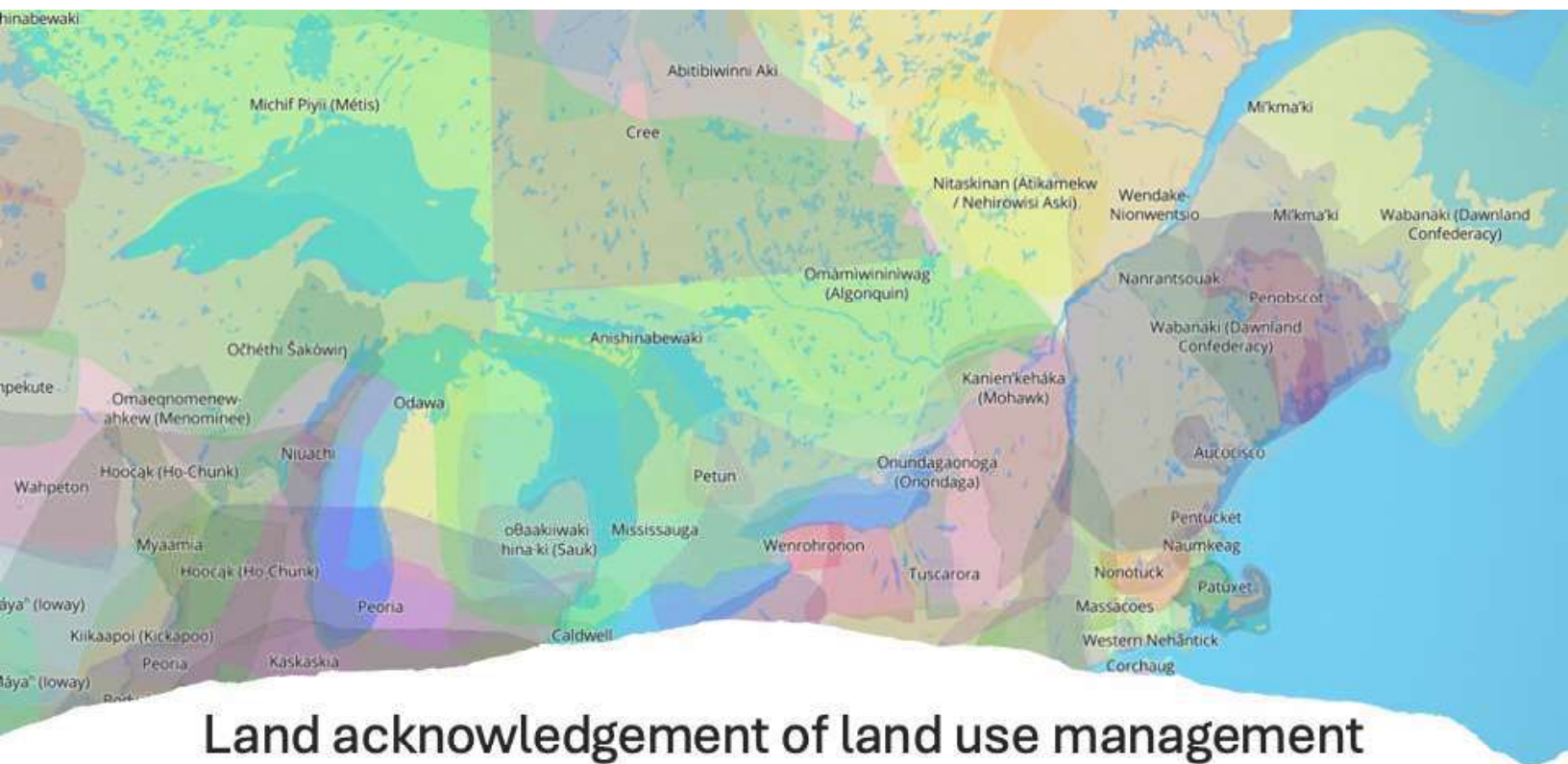


Image © 2024 Vexcel Imaging US, Inc.  
Image © 2024 Airbus

Google Earth

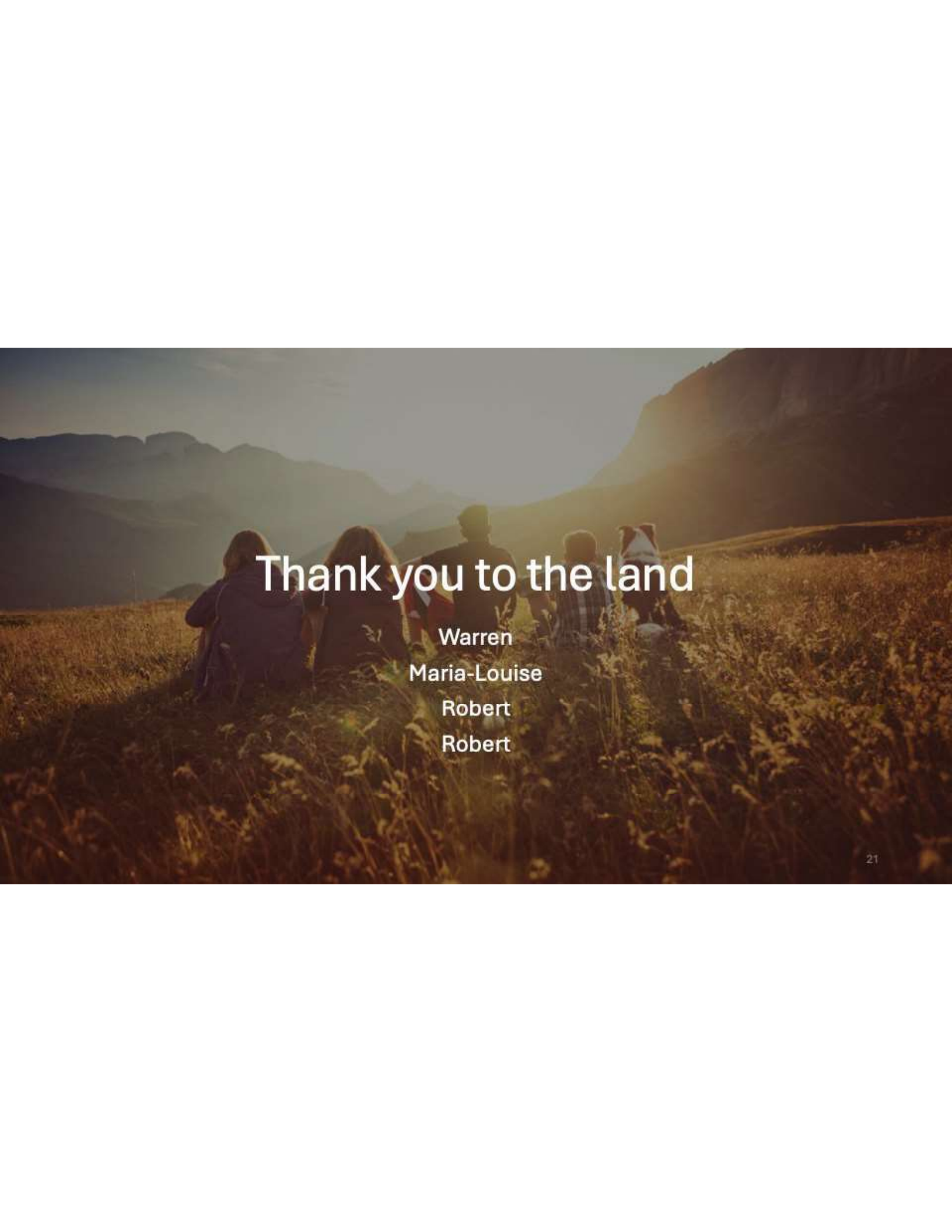






**Land acknowledgement of land use management**  
 Of the unceded Algonquin Anishinabewaki  
 an age-old perspective  
<https://native-land.ca/>



A group of five people are sitting in a field of tall, golden-brown grass, looking out at a mountain range under a hazy sky. The scene is captured from behind them, creating a sense of shared experience and connection with nature. The lighting is soft and warm, suggesting late afternoon or early morning. The mountains in the background are layered and slightly obscured by mist or haze, adding depth to the landscape.

# Thank you to the land

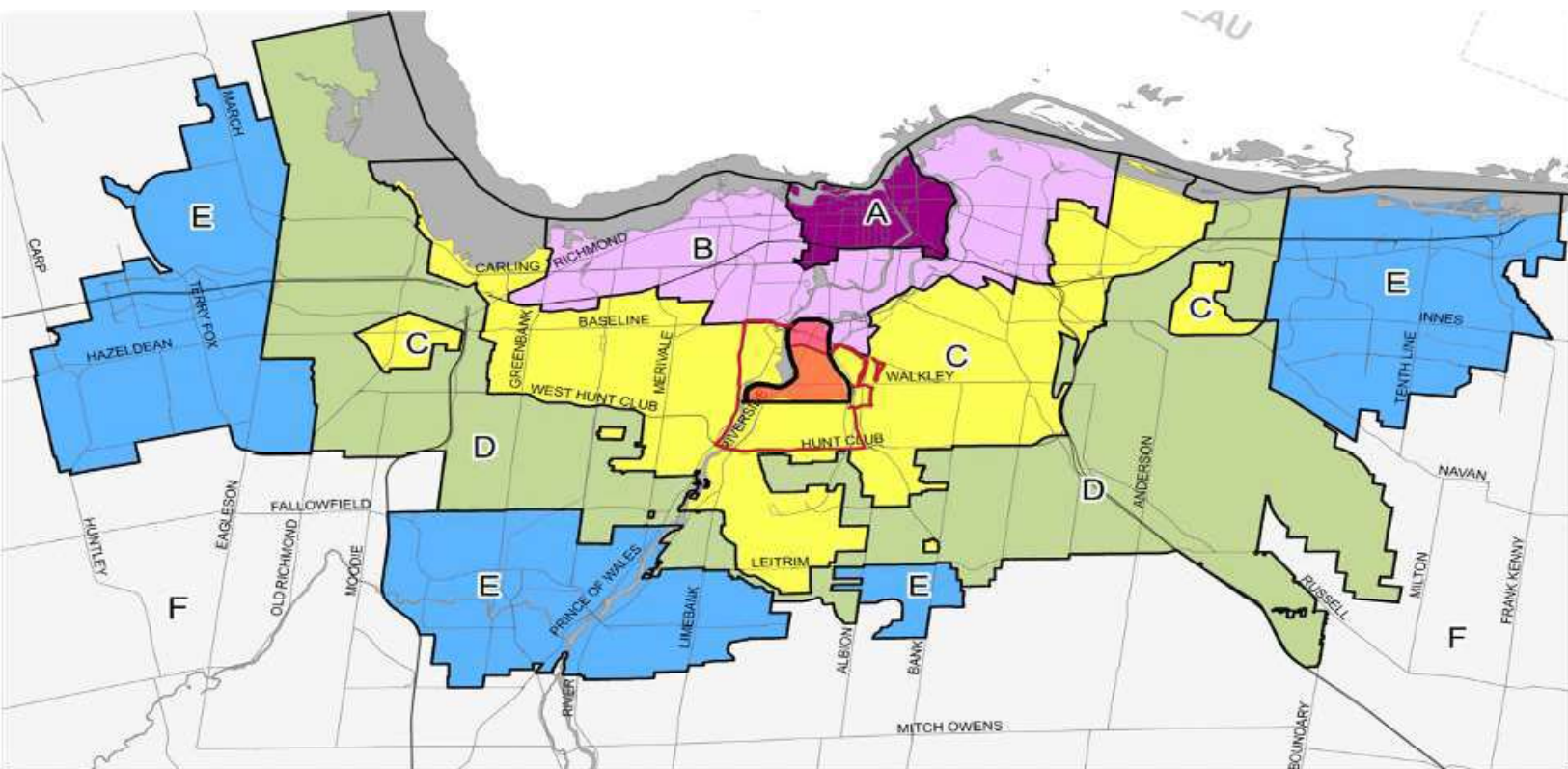
Warren

Maria-Louise







Robert

Robert

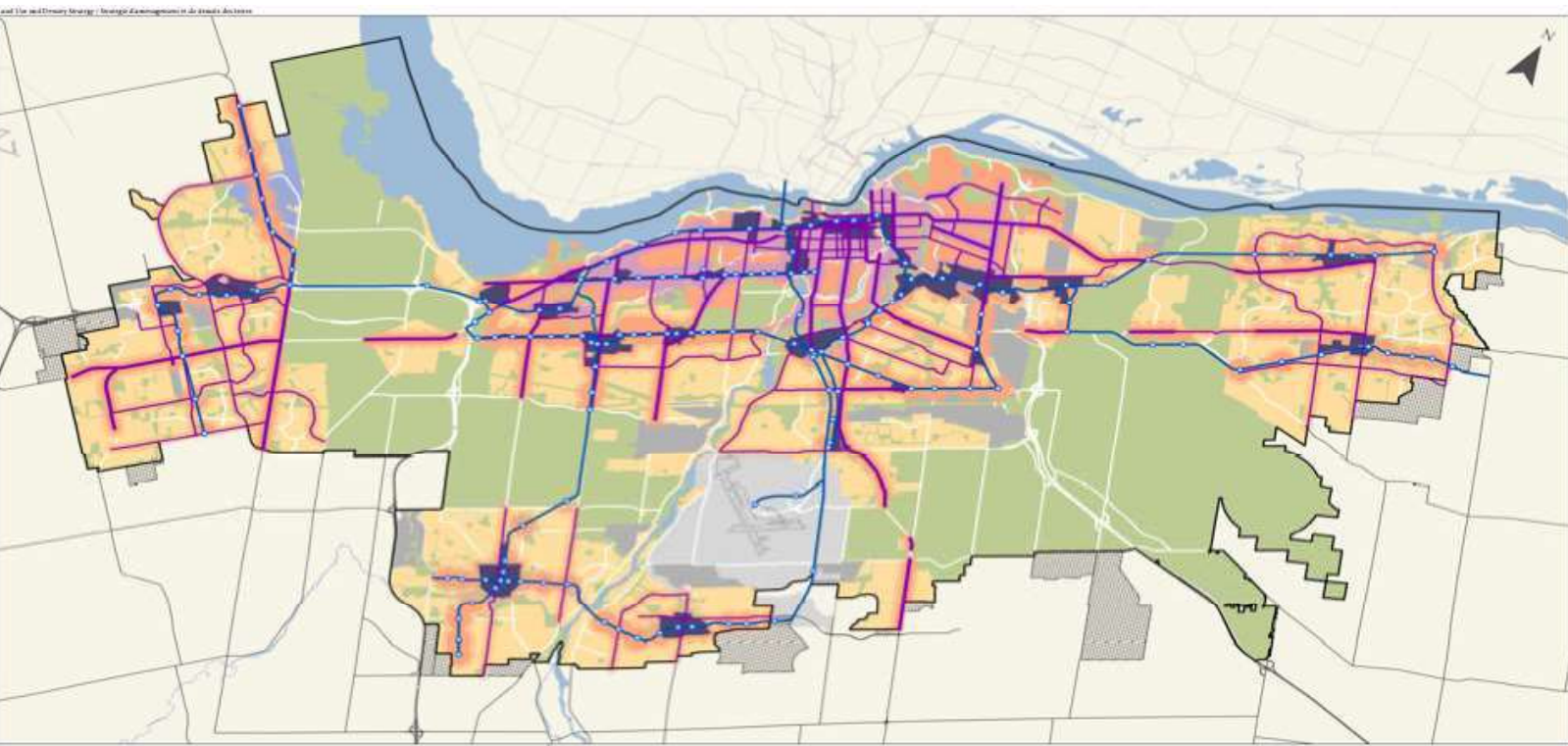




**Transects / Transects**

Area / Secteur A		Downtown Core / Centre-ville	Area / Secteur C		Outer Urban / Urbain extérieur	Area / Secteur E		Suburban / Suburbain
Area / Secteur B		Inner Urban / Urbain intérieur	Area / Secteur D		Greenbelt / Ceinture de verdure	Area / Secteur F		Rural / Rural

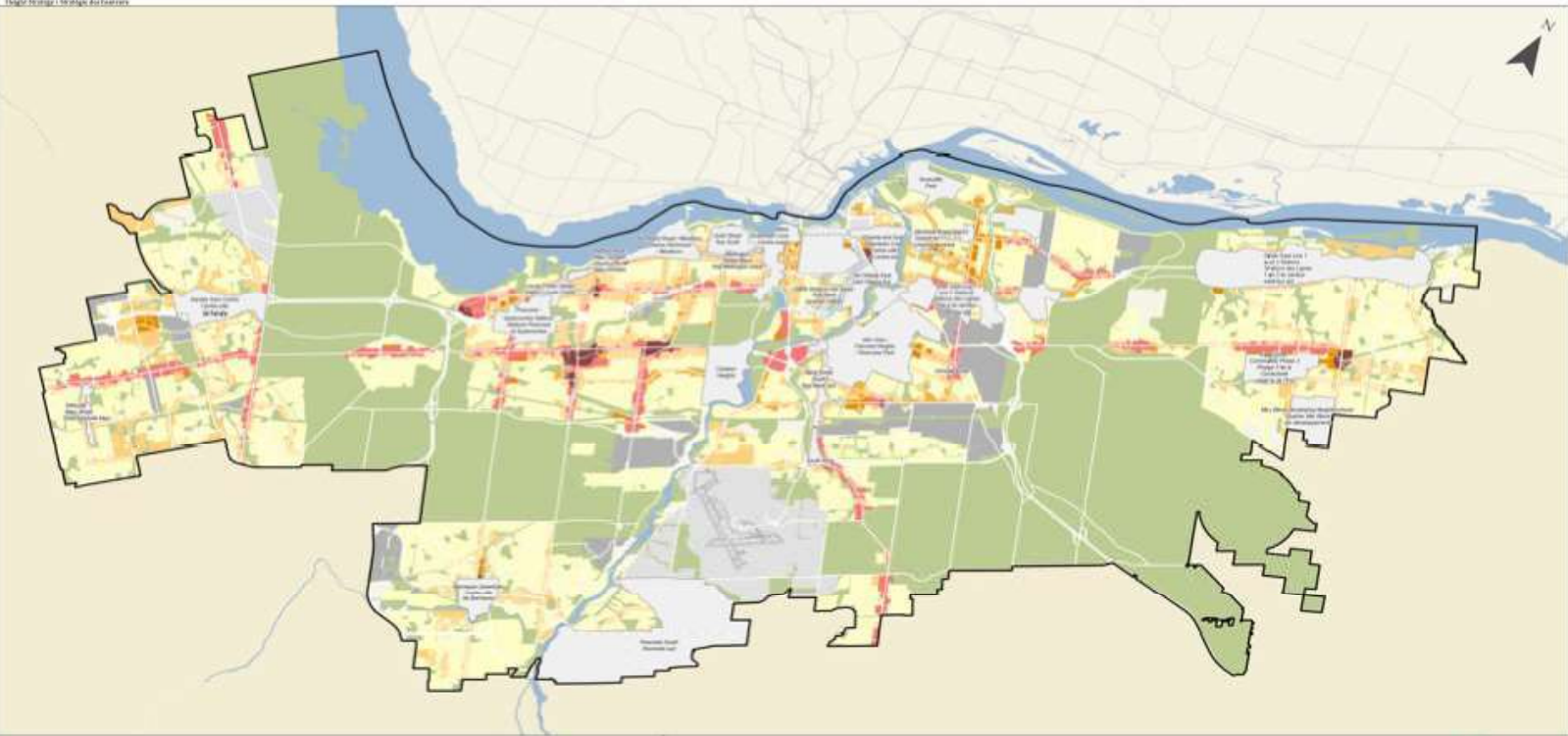
Note: All lands not shown are part of Area F: Rural Transect Policy Area / À noter : Les terrains qui ne figurent pas ici font partie de la zone F : secteur-cadre du transect du secteur rural



**Land Use and Density Strategy / Stratégie d'aménagement et de densité des terres**

For illustrative purposes only. Does not serve as zoning enabling policy and does not create development rights. À titre d'illustration seulement, n'est pas destiné à mettre en place une politique de demande de zonage et ne crée ni droits pour l'aménagement.

- Major Transit Stations and Lines / Principales gares et lignes de transport en commun
- Corridor - Minor / Couloir - Rue principale mineure
- Corridor - Mainstreet / Couloir - Rue principale
- Hub and Transit Centre / Carrefour et Centre de contrôle des opérations du transport en commun
- High Density Residential / Quartier résidentiel de densité élevée
- Mid Density Housing Middle (8-12+ units per lot) / Logements intermédiaires (moyens) - densité moyenne (8 bâtiments de 12 logements et plus par lot)
- Low Density Housing Middle (4-6 units per lot) / Logements intermédiaires moins denses - faible densité (4 bâtiments de 6 logements par lot)
- Neighbourhood Transition Areas / Secteurs de densification supplémentaire
- Kanata North Economic District / District économique de Kanata-Nord
- Future Expansion Areas / Zones d'expansion urbaine
- Industrial and Logistics / Industrie et Logistique
- Green space / Espace vert



### Height Strategy / Stratégie des hauteurs

For illustrative purposes only. Does not serve as zoning enabling policy and does not create development rights.  
À titre d'illustration seulement. N'est pas destiné à mettre en place une politique de zonage et ne crée ni droits pour l'aménagement.

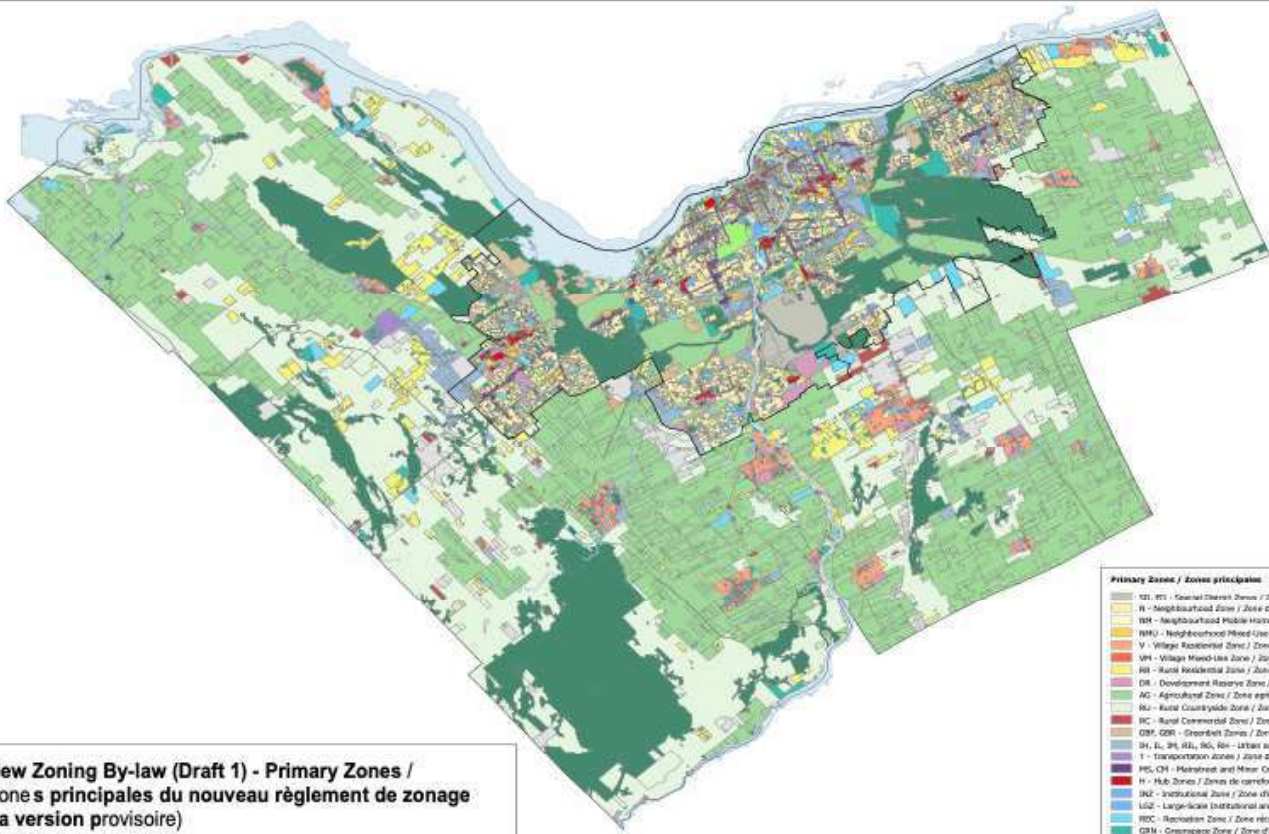
### Maximum Heights Outside Secondary Plans (# of Storeys) Hauteurs maximums hors des plans secondaires (nombre d'étages)

- Up to 3 / À concurrence de trois étages
- Up to 4 / À concurrence de quatre étages
- 5
- 6
- 9
- Highrise (10-40) / Immeubles de grande hauteur (de 10 à 40 étages)
- 9 Storeys, or High-rise subject to transition / Neuf étages ou immeuble de grande hauteur assujéti à ses conditions dans la transition d'échelle
- Secondary Plan / Plan secondaire



Industrial and Logistics  
Industrie et Logistique  
GreenSpace  
Espace vert  
**25**



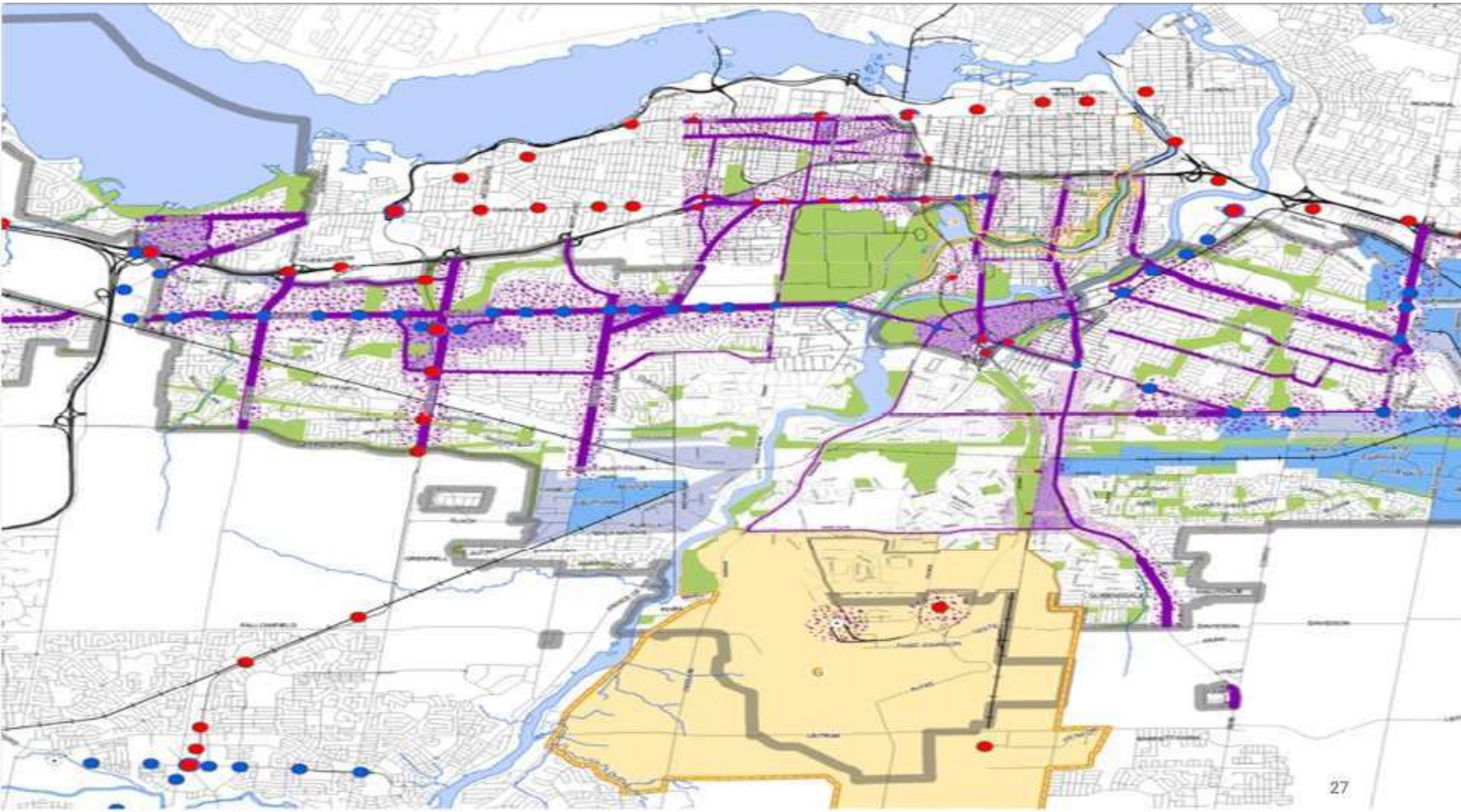


**New Zoning By-law (Draft 1) - Primary Zones /  
Zones principales du nouveau règlement de zonage  
(la version provisoire)**



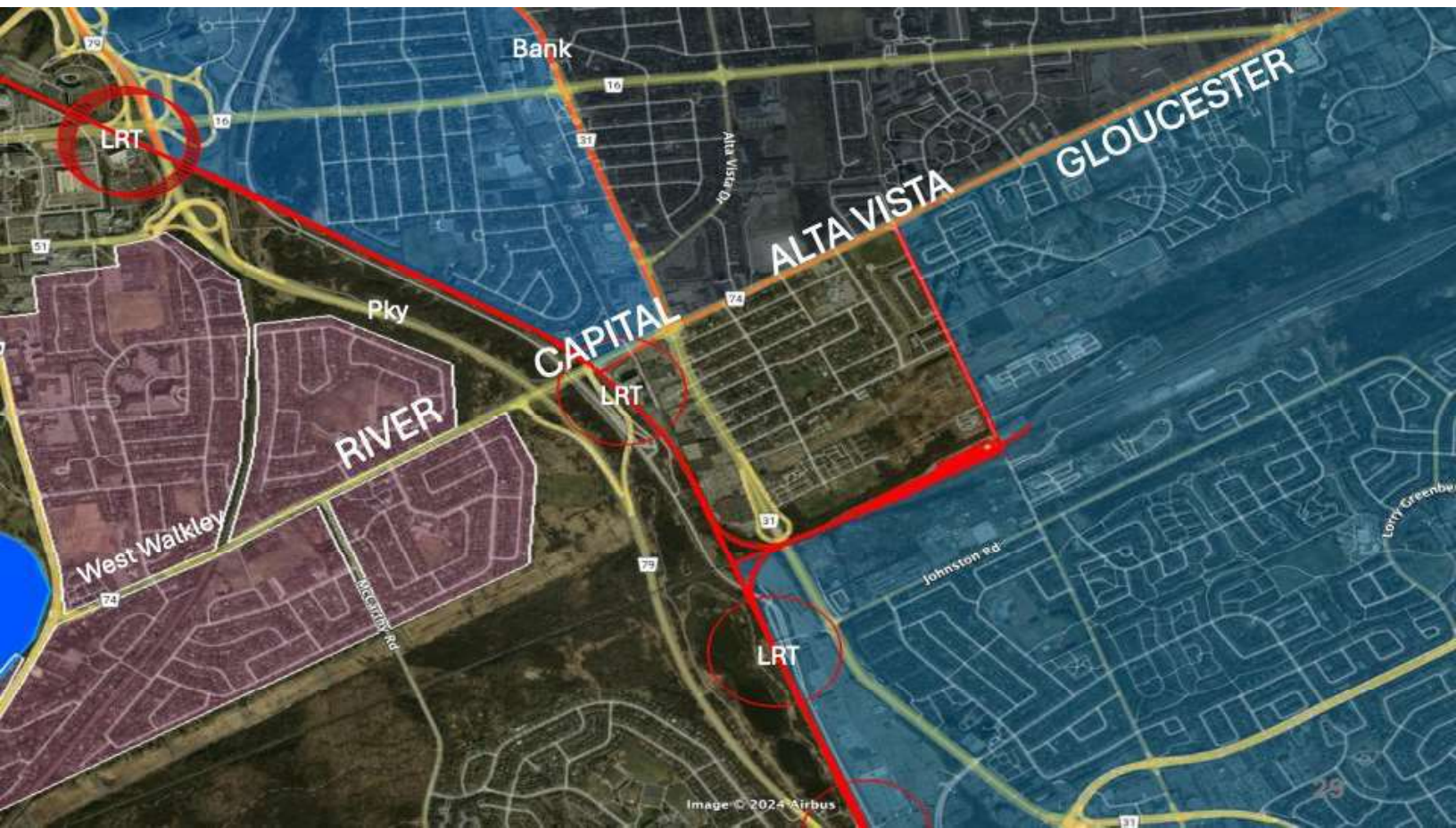
**Primary Zones / Zones principales**

RI, RI1	Residential Medium Density Zones / Zones de densité moyenne résidentielle
R	Neighbourhood Zone / Zone de quartier
RMU	Neighbourhood Medium Density Park Zone / Zone de quartier à densité moyenne avec parc
VM	Village Residential Zone / Zone résidentielle de village
VR	Village Medium-Density Zone / Zone de village à densité moyenne
RI	Rural Residential Zone / Zone résidentielle rurale
DR	Development Reserve Zone / Zone de réserve d'aménagement
AG	Agricultural Zone / Zone agricole
RU	Rural Countryside Zone / Zone rurale de campagne
RC	Rural Commercial Zone / Zone rurale commerciale
CR, CR1	Greenbelt Zone / Zones de la ceinture de verdure
U, U1, U2, U3, U4, U5, U6, U7	Urban and Rural Industrial Zones / Zones industrielles urbaines et rurales
T	Transportation Zone / Zone de transport
HC, CH	Highway and Major Corridor Zones / Zones de rue principale et de corridor majeur
H	Hub Zones / Zones de carrefour
BU	Institutional Zone / Zone institutionnelle
LQR	Large-Scale Institutional and Recreation Zone / Zone institutionnelle et récréative à grande échelle
RC	Recreation Zone / Zone récréative
CRN	Comprehensive Zone / Zone d'usage mixte
VO	Open Space Facility Zone / Zone des infrastructures des espaces verts
RI	Rural Institutional Zone / Zone rurale à vocation institutionnelle
PE	Pinelands Protection Zones / Zones d' protection de pins
EP	Environmental Protection Zone / Zone de protection environnementale









# Appendix B

## Background information

Agenda item 3 – New Zoning By-law

Main Themes and Issues raised at FCA-FAC workshop September 7

### 1. Communication and Understanding

- Zoning concepts are complicated and hard for laypeople to understand
- Need for better communication from the city about zoning changes
- Lack of clarity on targets and how zoning relates to other city plans

### 2. Density and Growth Concerns

- Questions about the rush to increase density given current housing approvals
- Worries about the impact of increased density on neighbourhood character
- Concerns about infrastructure keeping pace with density increases

### 3. Livability and Community Needs

- Lack of focus on social infrastructure (schools, parks, safety) in zoning plans
- Questions about how zoning will support the goal of making Ottawa the most livable mid-sized city
- Concerns about green space, tree canopy, and environmental issues

### 4. Transportation and Parking

- Worries about increased traffic and parking issues with higher density
- Questions about transit plans aligning with zoning changes
- Desire for better active transportation options

### 5. Long-term Planning and Vision

- Skepticism about planning 25 years ahead
- Need for a more coherent city strategy with clear outcomes and performance indicators
- Questions about the overall vision for the city

### 6. Community Engagement and Trust

- Desire for more community involvement in the zoning process
- Lack of trust in the city's decision-making process
- Concerns about developer influence vs. community needs

# Appendix C

## Question for Members

General meeting zoning survey questions: to what extent do you agree or disagree with the following statements?                      Strongly agree   Agree   Undecided   Disagree   Strongly disagree

### 1. Livability & density

Zoning reforms that increase density generate tax revenue for investments in social infrastructure (such as parks, schools, and community centers) to maintain or improve neighborhood livability in your community.

### 2. Environmental Sustainability

Increasing urban density through zoning reforms will support climate goals by reducing car dependency and promoting efficient land use in your community.

### 3. Infrastructure Efficiency

Higher density resulting from new zoning regulations will lead to more efficient use of infrastructure services (such as water, sewers, and roads) in your community.

### 4. Economic growth

Simplifying zoning regulations to accelerate development will contribute to local economic growth in your community.

### 5. Housing supply and affordability

Reforming zoning to allow for higher density and more diverse housing types (such as duplexes, townhomes, and low-rise apartments) in traditionally single-family neighborhoods will improve housing affordability and supply in your community.

### 6. Traffic

Zoning reforms that increase housing density would improve your community's traffic flow.

### 7. Community Character

Allowing a greater density, mix of housing types and mixed-use developments in your community would enhance its overall character and vibrancy.

### 8. FCA Action

Should the FCA push back on the methodology and assumptions used by the City for the calculation of permitted densities in Neighbourhood zones? The methodology produces excessive lot level densities to compensate for apprehended low densities elsewhere in the neighborhood. This is not really a tested hypothesis. An alternative position might be to start lower (for example by right 3 or 4 unit per lot), evaluate after the first 5 year period and adjust as required.'

For general information about the new zoning by-law project and links to documents, go to

<https://engage.ottawa.ca/zoning>

<https://storymaps.arcgis.com/stories/8a6d5bfc8ff040958b22aeaba4c272a5>